

HISTORIC RESOURCE STUDY
THE GUN MOUNTS AT CAPE LOOKOUT
CAPE LOOKOUT NATIONAL SEASHORE
NORTH CAROLINA

A Volunteer in the Park Project
by Rex Quinn
March 1986

United States Department of the Interior
National Park Service

100-100000-100000

RE X

Volunteer project - Rex Quinn

Coastal Defenses of the Cape Lookout area - WW I and II

Purpose: To establish a historical record of the coastal defenses which were present in the Cape Lookout area during WW I and II. This information is necessary to allow accurate interpretation and so visitors may understand and appreciate the role of coastal defense at Cape Lookout and its importance to the war effort.

Present Situation: There is little or no information in park files or library on the history of these units stationed at Cape Lookout especially during WWII. In addition, Cape Lookout has no data or site surveys or other construction details of the gun mounts and related structures.

Objectives/goals: The major objectives to be accomplished during this volunteer project will be as follows:

1. Make initial contacts with local historians, newspapers, libraries, residents, and former unit members to compile an index file of names, addresses and phone numbers of potential informants.
2. Complete a written narrative on the history of these coastal defense units (stationed at Cape Lookout) before, during and after WWII using sources and information located during the research period. This will be completed prior to March 15, 1986. Report will include text, copies of maps and photos and listing of any additional sources of information uncovered.
3. Begin oral interviews with former unit members and local residents who remembered or were familiar with coastal defense. A list of interview questions will be prepared and reviewed with the interpretive specialist before each interview.
4. Locate and copy documents, maps, photographs, newspaper articles, etc. that pertain to the coastal defense units or military use of the bight area at Cape Lookout and submit to the Interpretive Specialist.

PREFACE

This study was undertaken as a volunteer-in-the park project between February 16 and March 17, 1986. The purpose of the project was to accumulate as much information as possible on the coastal defense installation located at Cape Lookout during World War II. This installation protected Beaufort Inlet from German submarine attack and enemy landing parties. Up until the beginning of this project, no information was available on this subject in the park with the exception of a copy of an brief magazine article written by Mrs. Sally Moore in 1968 [The State, April 15, 1968].

A wealth of information has since been uncovered and there is much more available. This information was obtained through oral interviews, personal documents of veterans, photographs, and researching army archives. Most of the information obtained was through Mr. Paul Branch, historian, Fort Macon State Park who kindly let the researcher copy his research material and photographs on the Harbor Defense of Beaufort Inlet. Mr. Branch also provided a list of names of potential oral history contacts. The Casemate Museum aide, David J. Johnson, was extremely helpful by sending a copy of General Tilton's "After Action Report" of 1946 on the Chesapeake Bay Sector Defense during World War II. This report also contained photographs of Cape Lookout and Fort Macon. Without their assistance and prior research, Cape Lookout National Seashore would not have the detailed information it has now on the coastal defense installation at Cape Lookout.

RECOMMENDATIONS

Because of the limited time for this project, there are quite a few areas that need further research. It is recommended that another volunteer in the park be assigned to continue this research and if nothing else, to accumulate as much data as possible so that a historian or professional researcher will have this information available. That oral interviews with local residents and former servicemen who have not been interviewed be located and interviewed. That more research be done on units such as the 193rd Field Artillery, 2nd Coastal Artillery, 111th Regimental Combat Team, 1st8N244th Artillery, 101st Cavalry Regiment and the Coast Guard personnel stationed at the Cape and lighthouse. [Also the Core Banks Station and its role in World War II]. That as many photographs, maps, diaries, etc. be collected as soon as possible before too many more people and sources are lost.

INTRODUCTION

Cape Lookout Bight has been a haven for ships for at least the past four hundred years and long identified as an excellent anchorage for vessels plying the trade routes along the East Coast of the United States. Explorers, pirates, Spanish Man O'Wars, and merchantmen have used the bight for refitting and safe anchorage from stormy weather. It also became apparent that there would be a need to defend the bight during time of war and various colonial governors of North Carolina attempted to establish fortifications along the coast including Cape Lookout. The earliest known fortification in the bight area was Fort Hancock which was probably located on Shackleford Banks and was built in 1778. [A copy of the original design of Fort Hancock and a copy of a map [c.1758] showing the location of a fort on Shackleford Banks is located at the First Citizens Bank in Smyrna, NC] This fort was built by a French naval officer, de Cottonneau, to defend American and French ships at anchor in Cape Lookout Bight during the revolution. Since the revolution, the bight was probably defended to some degree during the War of 1812, the Civil War and World War I. It wasn't however, until World War II that extensive and more permanent defensive installations were built to defend ships from enemy attack.

The Harbor Defense of Beaufort Inlet - 1941 - 1945

With America's entry into World War II, the outer banks became an important hunting ground for German U-boats preying on allied shipping. The outer banks of North Carolina became an important battleground for control of the Atlantic where over seventy ships were sunk or damaged by German submarines between December 7, 1941 and December 4, 1943. It became immediately apparent that the harbors along the coast would be likely targets for attack and would need to be properly defended along with protected anchorages such as Cape Lookout Light.

On December 7, 1941 at 1755 Brigadier General Rollin L. Tilton, Commanding Officer, Chesapeake Bay Sector, received word to alert his harbor defense commands against sabotage and enemy attack. General Tilton, whose headquarters was at Fort Monroe, Virginia, was responsible for the coastal defense of the East Coast from Ocean City, Maryland, to just below Onslow County, NC. Beaufort Inlet was under his jurisdiction and plans were immediately implemented for its defense.

It is safe to assume that Coast Guard, Navy, and civilian personnel performed initial patrol duties of Beaufort Inlet. However, on or about December 21, 1941, elements of the 1st Battalion, 244th Coastal Artillery arrived at Fort Macon State Park and began making arrangements to occupy the fort and adjacent areas for establishing coastal defense batteries.

In addition to the 244th, a battalion of the 116th Infantry and a battery of the 111th Field Artillery were assigned as a sector mobile force, headquartered at New Bern, NC. This unit maintained an outpost at Morehead City, NC. This outpost was established on or about December 23, 1941. This mobile force was "to observe and patrol the coastline, repel enemy raids or landing attempts, be prepared to protect the interior of the sector against attack by airborne troops and to support the harbor defenses in local defense."

When the main body of the 1st Battalion, 244th arrived at Fort Macon, they consisted of "A" and "B" Batteries, headquarters battery, a searchlight platoon and medical personnel. Initially, the eight guns of the 1st Battalion, 244th were concentrated around Fort Macon and Atlantic Beach. Battery "B" [4 guns] was located at Fort Macon and Battery "A" [4 guns] at Atlantic Beach. Forward observers were positioned at the lighthouse at Cape Lookout and in towers or base end stations at Atlantic Beach, Fort Macon and across the inlet on Shackleford Banks. The guns of the 244th were 155 mm (long Toms) and were pulled by tractors. These guns were of World War I vintage and had hard rubber tires but were later replaced by pneumatic tires. The original gun emplacements were dug into the sand and later surrounded by sandbag bulkheads. The base of these guns was later mounted on a concrete slab and the tail end of the guns were supported by a concrete slab in crescent shape. A net was suspended overhead for camouflage and was supported by wooden posts.

In April, 1942, Cape Lookout bight was established as an anchorage for convoys making the run between Chesapeake Bay and Charleston. [Probably at this time, a submarine net was emplaced protecting the entrance to the bight] With the anchorage established, it became necessary to provide protection for ships at anchor there, and a battery of the 193rd Field Artillery was sent to Cape Lookout. This battery consisted of four 75 mm guns. Later in May 1942, one or two guns [155 mm] from battery "A" [244th] were sent to the Cape from Atlantic Beach to replace the 75 mm guns. The 155 mm guns were in position near the present site of the gun mounts, and were protected by sandbag emplacements. It soon became apparent that the 155 mm guns had a limited capability to traverse and return fire to the seaward from their Cape Lookout position. It was therefore decided to replace these 155 mm guns with 5 inch rapid fire naval guns which required concrete emplacements or mounts. Thus positioned, the guns could traverse 360 degrees. This began the actual construction of the gun mounts at Cape Lookout.

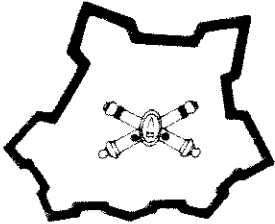
Initially, a local contractor from Carteret County was given the project of constructing the gun mounts, but it soon proved more than he could handle. T. A. Loving Company of Goldsboro was given the contract under the guidance of the Army Corps of Engineers from Norfolk, VA. The contract called for the construction of two circular gun emplacements separated by a ammunition magazine all of which was made of reinforced concrete. The magazine had three entrances, one on either side that opened out into the gun emplacements and an entrance for resupply in the rear. The guns themselves [2-5 inch naval guns] were supposedly from the U.S.S. Nevada that was damaged at Pearl Harbor. This has not been confirmed at this time. These guns were in place and functioning by September 1942. In addition to the gun mounts and magazine, there were barracks, a plank road, a mess hall, a recreation hall, outbuildings, an observation tower and a radar tower constructed at the Cape behind the gun mounts.

It is interesting to note that the magazine that was located between the circular gun emplacements was covered with sand to form an artificial dune and provide camouflage. The whole works, magazine and gun mounts were built onto an artificial dune supported by pilings. [The gun mounts and magazine today have fallen into the surf and the other facilities, barracks, etc., no longer exist.]

Before the gun mounts were in place and ready, the 1st Battalion 244th Coastal Artillery was replaced by a battalion from the 2nd Coastal Artillery in August 1942. The 2nd was stationed at Cape Lookout until the later part of 1943 when members of its unit were sent to other commands. With the battle of the Atlantic being won, the need for large coastal defense units was reduced and only minimal ground forces were needed. The 101st Cavalry Regiment replaced the 111th Infantry in 1943 in the role of mobile defense forces. The Coast guard took up the responsibility of beach patrols and the Cavalry patrolled the highways on the mainland. By early 1944, there were no Army units stationed at Cape Lookout and the installation there was abandoned. All equipment was removed with the exception of the 5-inch naval guns and possibly the radar unit which was probably later manned by Navy or Coast Guard personnel until the end of the War. [This is only an

educated guess, there is no information available at this time on what happened to the radar system.) The 5-inch naval guns themselves remained in place on the gun mounts until the late 1950's or early 1960's, when they were cut up for scrap metal.

With the end of the submarine threat and the end of the war, the coastal defense installation at Cape Lookout was abandoned and began a long struggle with the elements. The barracks and other structures (still standing in 1946) were probably torn down later by the military or by local residents. The gun mounts and magazine were slowly undermined by beach erosion and are now in the surf. Nothing else remains. The story of the gun mounts and their contribution to the defense of Beaufort Inlet was brief but effective, as no allied ships were sunk by German submarines while those ships were under the protection of coastal defense units stationed at the Cape. It is only fitting that the memory and the history of those soldiers who served at Cape Lookout be preserved for future generations of Americans by further research and documentation before this valuable resource is lost forever.



The Casemate Museum

FORT MONROE, VIRGINIA 23651

February 27, 1986

Mr. Rex Quinn
Cape Lookout National Seashore
Post Office Box 690
Beaufort, North Carolina 28516

Dear Mr. Quinn:

In response to your request for information about military operations in the Beaufort Inlet area during World War II, we are enclosing three photographs and relevant material from Brigadier General Rollin Tilton's unpublished history of the Harbor Defense Command.

If you wish to pursue this subject further, you should contact the Center of Military History and request photocopies of Beaufort Inlet material in the History of the Eastern Defense Command and the History of the Southeastern Sector of the Eastern Defense Command. The address is:

Historical Reference Branch
U. S. Army Center of Military History
ATTN: DAMH-HSM
Room 4110, Pulaski Building
20 Massachusetts Avenue, N.W.
Washington, D. C. 20314-0200
Telephone: (202) 272-0317

Unfortunately, we do not yet have copies of those works.

We hope that this information will be useful to you. If we can be of any further assistance, please do not hesitate to contact us.

Sincerely,

David J. Johnson
Museum Aide

Enclosures

NOTES ON FORT MONROE, 1930 to 1946

FOREWORD

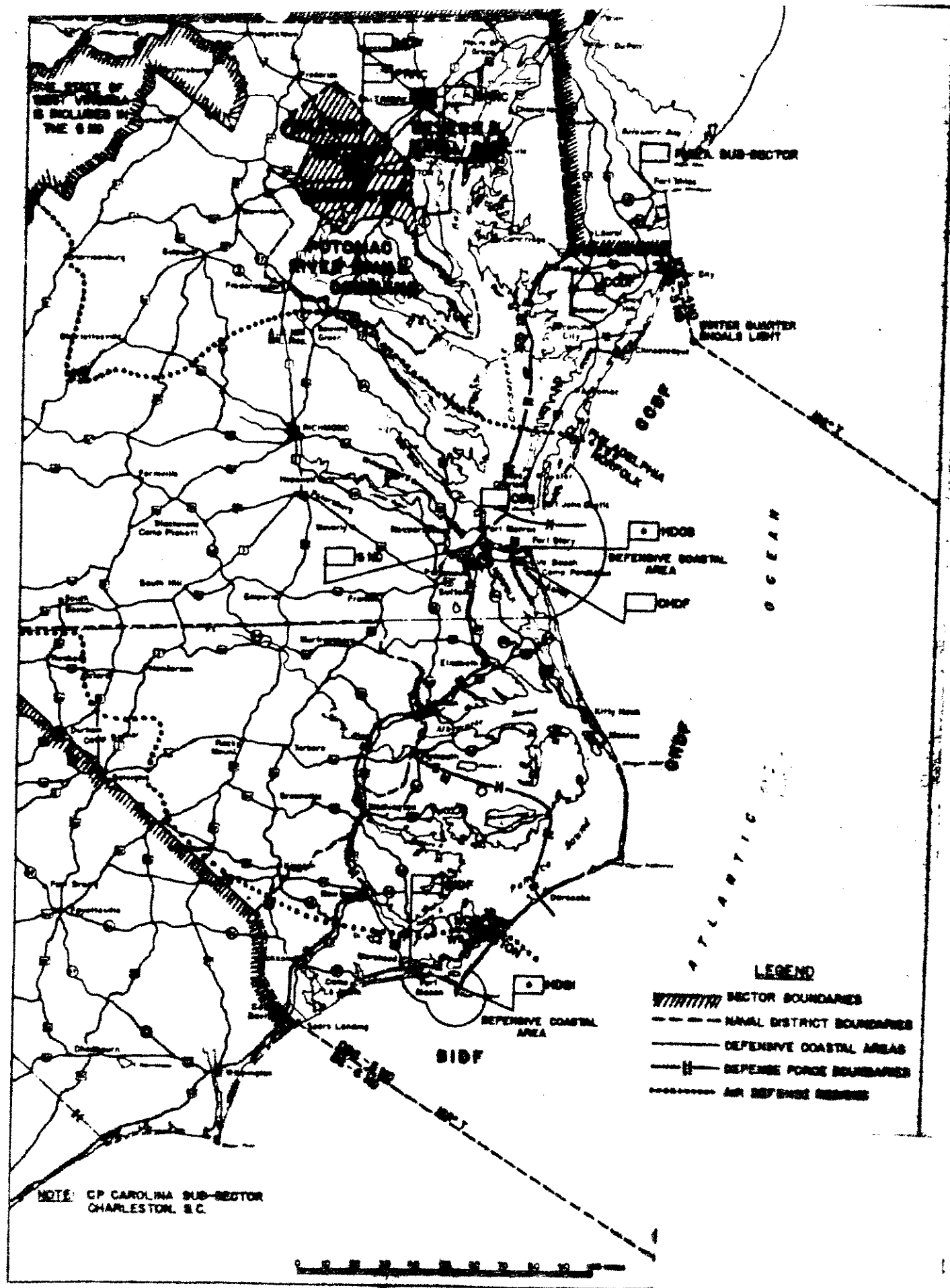
Colonel Robert Arthur's History of Fort Monroe carries its story from its beginnings up to December 1929, a little over one hundred years. These notes pick up the story where Arthur left off and carry through the Second World War to June 1946, when Fort Monroe ceased to be an active Artillery Post and became, October 1, 1946, the Headquarters of the Army Ground Forces.

I served at Fort Monroe, first as a Second Lieutenant from September 1909 to July 1910, when I lived in Jefferson Davis' Casemate; with the Coast Artillery School from 1928 to 1933; and finally when I returned in the fall of 1940 to command the Harbor Defenses of Chesapeake Bay and the Post, the command I held until June 1946.

These notes are based on my own personal knowledge of the post, on the official records and my records as the Harbor Defense and Sector Commander during the war.

Rollin L. Tilton
Brigadier General U.S. Army

Note - The serial numbers at the top of the pages are reference numbers to the historical section (Nimitz) also of the book. Some of the serial numbers are missing. They do not all follow in the way they should.



Initial Operations and Organization of the Sector.

The first reports of the attack on Pearl Harbor were picked up at Fort Monroe about 1515, 7 December 1941. At 1755 the Chief of Staff, First Army, called me, gave me the official news of the attack and directed me to alert the Harbor Defense under Hemisphere Plan 5 and to cooperate with and support the Navy. Orders were issued placing the harbor defense on full alert and the other elements of the command informed of the situation, directed to take all precautions, and stand by.

Shortly thereafter the Corps Area Commander, Major General Henry C. Platt, directed me under the EPW plans, to take all local precautions and protect important utilities in the area, especially the James River Bridge. A platoon of the 74th CA was sent that night to guard the bridge; a detachment from Fort Monroe to protect the Hampton Power Plant and, at my request the Antiaircraft Training Center at Fort Eustis sent a detachment to protect the Newport News Waterworks. The following day a battery of the 244th CA was put in the railroad yards at Portsmouth to have troops in that area if any emergency arose. There had been, at that time, a great deal of fear of sabotage and the troops were put in for that reason and to reassure the public. The troops were however required on their proper missions and they were gradually withdrawn, entirely so when a battalion of the 111th Infantry arrived in Norfolk on 23 December and took over all civil protection under Corps Area control until the local authorities felt secure.

Beginning on the 8th, on Army instructions, the Sector plans were put into effect and the Chesapeake Bay Sector formally activated on 12 December.

The Harbor Defenses initiated the underwater defense on the 8th. The new Mine installation at Little Creek was not fully complete and all the equipment not fully assembled: however, the first line of controlled mines, in the main channel of the Capes, was down by 16 December and in

operation. The 8 inch Railway Battery for Cape Charles was sent from Fort Monroe on the 19th and after some delay in getting its battle allowances of ammunition was in order on 29 December. *The 4 gun 155 battery for Baltimore was sent to Fort Monroe Island in February 42.*

The Antiaircraft Defense was also initiated on the 8th. The 71st and 74th CA's occupied positions covering the N.O.B., Norfolk and the Navy Yard, Portsmouth, while on Army orders the 34th Antiaircraft Brigade with the 70th, 94th and 212th CA's were ordered into the Sector occupying positions in Baltimore, Newport News (Langley Field) and Washington with Brigade Headquarters in Norfolk. Prior to the completion of all movements the Army, on 14 December, organized the First Army Antiaircraft Command taking over all the antiaircraft defense, operationally under the First Air Force, relieving the Sectors of the antiaircraft defense, although the Norfolk command remained under the Sector for joint operations and for many logistical matters.

I had made a reconnaissance of the Beaufort Inlet in November and it had been decided to protect the harbor with a battalion of 155mm guns. Beaufort Inlet is a good but small harbor with dock facilities, a small Navy Section Base at Morehead City, and an important point on the inland waterway. The harbor is protected by an outer bank and on the west side of the entrance was old Fort Macon, a perfect example of one of our oldest brick work harbor defense forts. We secured the Fort Macon State Park, from the Governor of North Carolina and leased other necessary land. The 1st Battalion of the 244th left Camp Pendleton on the 18th December, went into position and, having hauled its ammunition from Charleston S. C., was proof fired and in operation on the 24th. Headquarters and an HECF with the Navy were established in old Fort Macon.

Of the troops at Camp Pendleton, the two 155mm gun regiments, the 57th had been alerted for overseas. The 2nd Bn, 57th had been alerted for 'Copper' and left on 10 December for San Francisco, while the remainder of the regiment left for overseas 18 December. The 1st Bn of the 244th was

for Beaufort Inlet and the 2nd Bn was alerted and left for Alaska on 23 December. The 3rd Bn had been pretty well depleted to build up the other units which had gone, but it was rebuilt and left 17 January for San Francisco. The regimental headquarters of the 244th eventually was sent to Beaufort Inlet as Harbor Defense headquarters.

The measure of defense so far had not included the employment of any mobile forces; however the Army on 15 December raised the category of Defense coastal frontiers in all probability subject to minor attack, and on the recommendation of the Sector the II Army Corps was directed to send from the 29th Division one regimental combat team, less Engineers.

Sector Mobile Force.

These troops attached to the Sector consisted of the 116th Infantry with the 1st Battalion 111 the Field Artillery. One liaison officer from the Division staff was attached to Sector Headquarters. The movement to Sector positions started 19 December and all dispositions including outposts completed 23 December.

The force mission was to observe and patrol the coastline, repel enemy raids or landing attempts, be prepared to protect the interior of the Sector against attack by airborne troops and to support the harbor defenses in local defense.

The Force was broken into three elements; the Cape Charles Defense Force, 1st Bn. 116 Inf. plus Battery A, 111 FA. at Westover, Maryland with outposts at Ocean City, Maryland, Chincoteague and Exmore, Virginia; the Cape Henry Force, the 116th Infantry and 1st Bn. 111 FA. (less detachments), at Camp Pendleton covering the sensitive Cape Henry area and the coast as far south as Oregon Inlet with an outpost at Manteo, N. C. and lastly, the 3rd Bn. 116 Inf. plus Battery C. 111 FA. at Newbern N. C. covering the southern part of the Sector with an outpost at Morehead City, N. C. Supply was established through the nearest permanent establishments through the Third and Fourth Corps Areas.

The 116th Infantry and the 111 FA had just returned from the Carolina maneuvers, had over twenty five percent of their personnel on leave or furlough and were tired. When they first moved in they lived in school buildings, fire stations, national guard armories, old CCC camps and under canvas. Under difficult winter weather and the most trying conditions of beach patrol, they did well.

OPERATIONS 1942

The year 1942 was the year of greatest activity in the area bringing with it the German submarine campaign. The counter measures of the Navy finally brought the enemy campaign under control but only after near disaster. The Army part in preventing enemy approach to our harbors and in patrolling our beaches and assisting the Coast Guard on the beaches aided materially.

In the Norfolk-Hampton Roads area the Naval activities increased tremendously. Hampton Roads became, with New York, the major Atlantic base for overseas operations. The establishment of the Amphibious Force Atlantic Fleet at Little Creek and the Naval Training operations in the protected waters of Chesapeake Bay made it a major training area.

On June 18, the Hampton Roads Port of Embarkation was established at Newport News, with Camp Patrick Henry, adding to the military as well as shipping operations in the area.

Joint Operations.

Sector-Naval District joint operations were conducted through a Joint Operations Center, the Harbor Entrance Control Posts and the Coast Defense Warning Service.

Sector headquarters was at Fort Monroe and we had had a liaison officer at the Fifth Naval District for sometime. The Joint Operations center was established at headquarters Fifth Naval District, Naval Operating Base, Norfolk, the Commandant being the senior officer present, it having the facilities and the necessary communications as well as being adjacent to the Antiaircraft and interceptor Commands in Norfolk. The Army staff was increased to two senior operations and liaison officers and three junior watch officers with the necessary enlisted men. While these

officers were primarily officer of the Sector/Commanders staff for operations, they soon came to represent the Army for all army activities in the area. As time went on there were some ten separate or semiseparate army commands in the area and as many navy, each with its own problems. The Army and the Navy had always been very close in the area and the Joint Operations Center became an outstanding example of good coordination and mutual cooperation.

The Harbor Entrance Control Posts (HECP's) were the joint command posts of the Inshore Patrol and the Harbor Defense command protecting the harbor. Their mission was to collect and disseminate information of activities in the defensive sea area to control shipping entering or leaving port and to take prompt and decisive action in case of eventualities.

The major HECP in Chesapeake Bay was that at Fort Story. Originally established in June 1941 at the U.S. Weather Bureau Building at Fort Story it was finally consolidated in the Harbor Defense Command post there, the Commander, Approach and Entrance Force (of the Inshore Patrol) and the Harbor Defense Commander operating jointly.

The Signal Station, Fort Monroe, became HECP No. 2. Under the groupment-Commander Hampton Roads Groupment and controlling the entrance into Hampton Roads with the Gate Vessel on the antisubmarine gate off Thimble Shoals.

The Beaufort Inlet HECP operated with the Harbor Defense Commander there and the Commander Morehead City Section Base.

The Coast Defense Warning Service was the Sector intelligence service for the observation and security of the coastline, to detect hostile planes or the presence of hostile surface or underwater craft. It was based on the coast artillery observation posts (fire control stations), the Coast Guard Life Saving Stations, of which there were 27 on the Sector coastline, reports from the Inshore patrols, and the outposts and

patrols of the Mobile Force, as well as local sources. Information funneled in through Warning Centers at Westover, Md., Fort Story, Fort Monroe and Newbern, North Carolina, thence to Joint Operations.

Underwater Defense

The underwater defense in Chesapeake Bay was pushed forward as rapidly as possible under the difficult conditions of wind, sea and winter weather.

The Navy mine field of 365 Navy contact mines was laid 17 January covering the area between the north edge of the Harbor Defense field and Cape Charles.

The outer, or Capes, field of the controlled mines consisted of 22 groups of 19 mines each laid in four lines at the entrance to the Capes. It was placed in operation when the first line was completed on 16 December and was fully complete in March. Control was from the HECP, Fort Story. The field was kept at "safe" normally and when shipping was entering or leaving, but was put on "Contact" whenever the Harbor Defense Commander decided that the tactical situation required it, or at night, or under conditions of poor visibility. There was an opening through the field for ships, but at first we had a great deal of trouble with ships getting off their bearings and striking a mine which made the maintenance problem difficult. We finally corrected this situation with enough small buoys to show the opening. On 16 March we had to send our one mineplanter, the Schofield, to Delaware Bay, for a month to get that mine field down. They had no regular planter and their improvised attempts had not been satisfactory to the Army Commander. All of this seriously reduced the efficiency of the Capes field and delayed the planting of the inner field.

The antimotor torpedo boat^{net and gate}, with the Gate Vessel,

off Thimble Shoals at the entrance to Hampton Roads, was in operation by the first of March and the York River net soon after. The inner Harbor Defense field of six groups of controlled mines was laid on the return of the Schofield and in operation early in April. This field and the gate were controlled through HECF No. 2, Fort Monroe: they were normally left open for shipping except on instructions from Joint Operations.

Submarine Campaign, First Phase.

The submarine campaign in the Sector-Fifth Naval District area was initiated on 17 January, 1942, with the sinking of the SS 'Allen Jackson' an American tanker bound from Columbia to New York with crude oil. The ship was sunk by two torpedoes about 0755Q and 13 survivors of the crew of 35 picked up. Air patrols were sent out by the Fifth Naval District but without result.

For some days previous to this incident Naval Intelligence reports had indicated considerable German submarine activity in the Atlantic, submarines moving in a westerly direction with the probable intention of operating off our eastern seaboard. This proved correct as the first incident was quickly followed by four more sinkings on the coastal route off Cape Hatteras on the 19th. Thereafter the campaign was steadily and aggressively pushed by the Germans.

The Cape Hatteras area was the focal point in this phase of the campaign. The enemy was fully aware of the geographic characteristics of the coast line in the area and the convergence of the coastwise shipping lanes off the Cape. Shipping was not convoyed, and the lack of destroyers and other vessels capable of operating against enemy submarines made an adequate surface patrol impossible. In all, during this phase of the campaign, from 17 January to the end of April, the enemy sank or seriously damaged some sixty ships in the waters of the Fifth Naval District. While this was the direct result of enemy action and our own lack

of means, much of the loss was due to poor seamanship, the failure of merchant skippers to follow orders, failure to run without lights and carelessness.

With its limited forces, the Coast Guard craft available and the Coast Guard Stations, the Navy pushed the campaign to the limit in operating against the submarines, patrolling the sea lanes, saving life and salvaging ships damaged but not sunk.

The principal forces available to the Navy at the time lay in its patrol planes but due to the shortage of planes and pilots it was impossible to patrol the coastal sealanes and have at the same time a striking force to meet demands. In support of the Navy the First Air Force was employing the First Bomber Command Mitchell Field, N. Y. in patrol and in the anti-submarine operations. The 2nd Bombardment Group of this force was at Langley Field and assisting in District waters; however, since the Commandant controlled only the local naval planes and the Bomber Command at Mitchell Field would never permit the Admiral to call Langley Field direct for help, coordination and mutual support was never satisfactory in spite of repeated efforts by the Sector to get cooperation.

The 65th Observation Group on the other hand, attached to the Sector for support did most excellent work in patrolling the shore line, the coastal waters along shore and in assisting the Navy and the Harbor Defenses. It was a great loss to the Sector when this unit was relieved for other duty on 26th August. Thereafter air support was furnished for the Sector from the Fifth Naval District through Joint Operations; it was always available and materially assisted in all operations.

The Harbor Defenses of Chesapeake Bay covered the approaches and entrance to the bay forming a sure harbor of refuge for all shipping. Shipping control improved and with the development of the Approach and Entrance Patrol operating with the Harbor Defense shipping in and out of the bay moved rapidly. As soon as weather conditions permitted the completion of the necessary construction at Fishermans Island the battery of 155 Guns at Fort Monroe moved to Fishermans Island and was in operation on 20 April, materially increasing the limited gun defense at the north of the Capes.

The Harbor Defenses of Beaufort Inlet had been established primarily to protect the Section Base at Morehead City and the harbor. Some seven miles to the eastward of the harbor entrance was Lookout Bight a natural harbor formed by Cape Lookout. This, with an old stone breakwater there, formed an ideal harbor of refuge for shipping moving up the coast and rapidly came into use. Close to the Hatteras area and near the greatest submarine activity, the Eastern Sea Frontier on 10 April established a patrolled anchorage at Cape Lookout and the Commandant requested gun defense. Battery A, 193rd Field Artillery was attached to the Harbor Defense and sent to Cape Lookout, pending the emplacement of seacoast armament.

On the night of the 16th February, the American tanker 'E. H. Blum' approached the Capes about 2000Q in a thick fog. The ship was known as friendly but failed to answer radio calls. Tracked by radar she approached the Army mine fields, touched several of the mines and turned seaward toward the Navy Mine field where she struck and sank. The Coast Guard cutter 'Woodbury' picked up all her crew and the vessel was later salvaged. The incident was interesting as it was the first case where the harbor defense radar picked up and tracked in, in the fog, and the fire control sections not only predicted exactly where she would touch the army mine field but where she would strike the Navy contact mine field. Had the ship used her radio she could have been brought in safely.

On April 2nd an Army Bomber attacked and probably destroyed a submarine in Latitude 36.33 N- Longitude 74.48W- 60 miles east of False Cape and on 9 April two patrol vessels attacked and probably destroyed a submarine in Latitude 35.32N Longitude 75.16W just off Wimble Shoal.

On 14 April the USS 'Roper' engaged a submarine which she spotted through the aid of plane radar and sighted on the surface at 2700 yards in position 35.55N - 37.13W (?) - about 15 miles off Oregon Inlet at 0140Q. On closer approach and illumination the submarine crew ran toward their guns but were machine gunned by the destroyer. The 'Roper' then opened fire and made a hit on the conning tower. The submarine then either

submerged or sank but fired one torpedo which missed. A pattern of depth charges was laid and the 'Roper' stood by until daylight and began picking up bodies which came to the surface, the 65th Observation Group aiding in the recovery of the bodies. Twenty nine bodies were recovered and brought in to the Naval Operating Base, Norfolk. An examination of the bodies showed that all had broken backs, presumably from the concussion of the depth charges, except one hit by machine gun fire, and it must be presumed that all were on deck when the submarine went down. An examination of the papers found on the men showed that the submarine was the U85, Oberleutenant Creger, which had sailed from St. Nazaire, France, on 21 March. In accordance with joint agreement the Sector arranged for the burial of the Germans in the National Cemetery in Hampton, where they were buried with military honors. It was given out locally that the burial was that of merchant seamen killed in recent sinkings and picked up on the beaches or out at sea. The U85 sank in about 96 feet of water and while some equipment was recovered other demands prevented salvage attempt.

At the end of April there was a definite lull in the number of enemy submarines sighted or attacks made in the coastal waters in the area. In all there were some seventy attacks on shipping, thirty three attacks on submarines and two likely and one sure kill.

Coastal Dimout.

Early in March the sinkings of coastwise shipping by enemy submarines made it imperative that action be taken to eliminate all illumination of communities and facilities along the Atlantic and Gulf coasts which served to silhouette passing vessels to enemy observation. This coastal dimout was a development of the submarine campaign and was entirely apart from the blackout of the air defense: the sky glow along the coast-line particularly off the larger cities was most marked and the lights of communities, automobiles on coast highways and beach resorts made a background against which our shipping was easily illuminated for attack.

The campaign for the Dimout was initiated by the Navy and the Army simultaneously. It was in fact a responsibility of the local communities and was properly charged by the Defense Command to the Governors of the States, municipal authorities and Civilian Defense. The result sought was clear - no lights showing on the coast and no reflected glow - but the steps to reach the objective were not clear. At first there was much confusion; some activities such as shipyards and railroad yards had to operate, some individuals and facilities failed to cooperate and some literally blacked out. This confusion was natural and could only be adjusted as it became clear just what was necessary. In the Chesapeake Bay Sector positive steps were necessary at Ocean City, Maryland, the Hampton Roads area, particularly Virginia Beach, at Nags Head, North Carolina, and in the Morehead City area. Action was initiated locally by the Commandant and the Sector Commander and by the end of March considerable progress had been made. Information as to dangerous light came in through the Naval patrol craft, from merchant ships and from the beach patrols and was then passed on through the Sector to local authorities. There was however much confusion; the Corps Area Commanders were charged with the Civil Defense but in the Chesapeake Bay Sector were both, the 3rd and 4th Corps Areas, far removed from the Coast. The local authorities looked to the Sector Commander for instructions. After much trial and error, many conflicting instructions, and some feeling on the part of local authorities that neither the Army nor the Navy knew what they wanted, the Corps Areas in fact turned the problem over to the Sector Commander and by the end of April it was pretty well worked out. It was not until the issuance of Public Proclamation No. 1. by the Eastern Defense Command on 16 May, 1942, declaring the entire seaboard a military area and finally by the issuance of detailed instructions by the Corps Area (now Service Commands) that the dimout was on a firm basis and its enforcement lay in the Sector Commander.

Harbor Defenses of Beaufort Inlet.

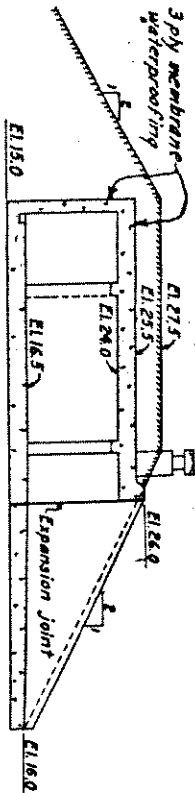
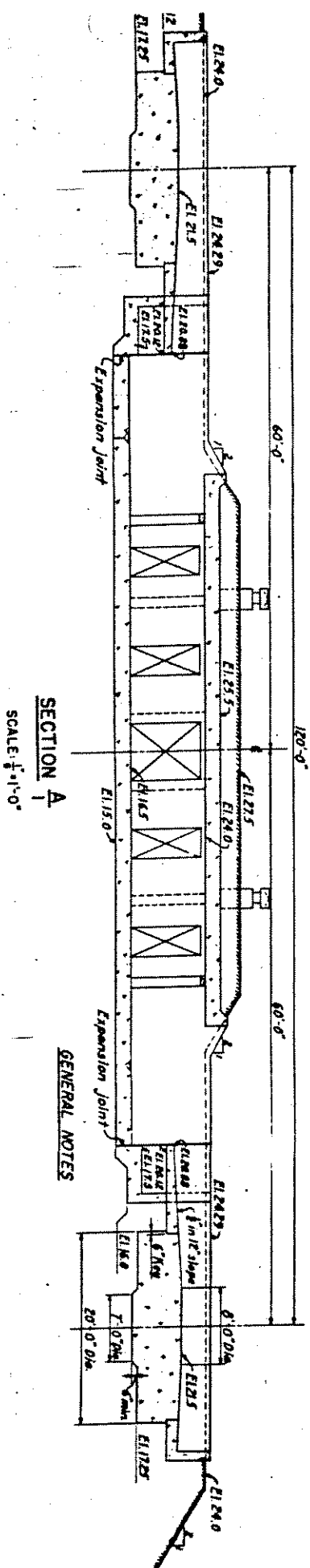
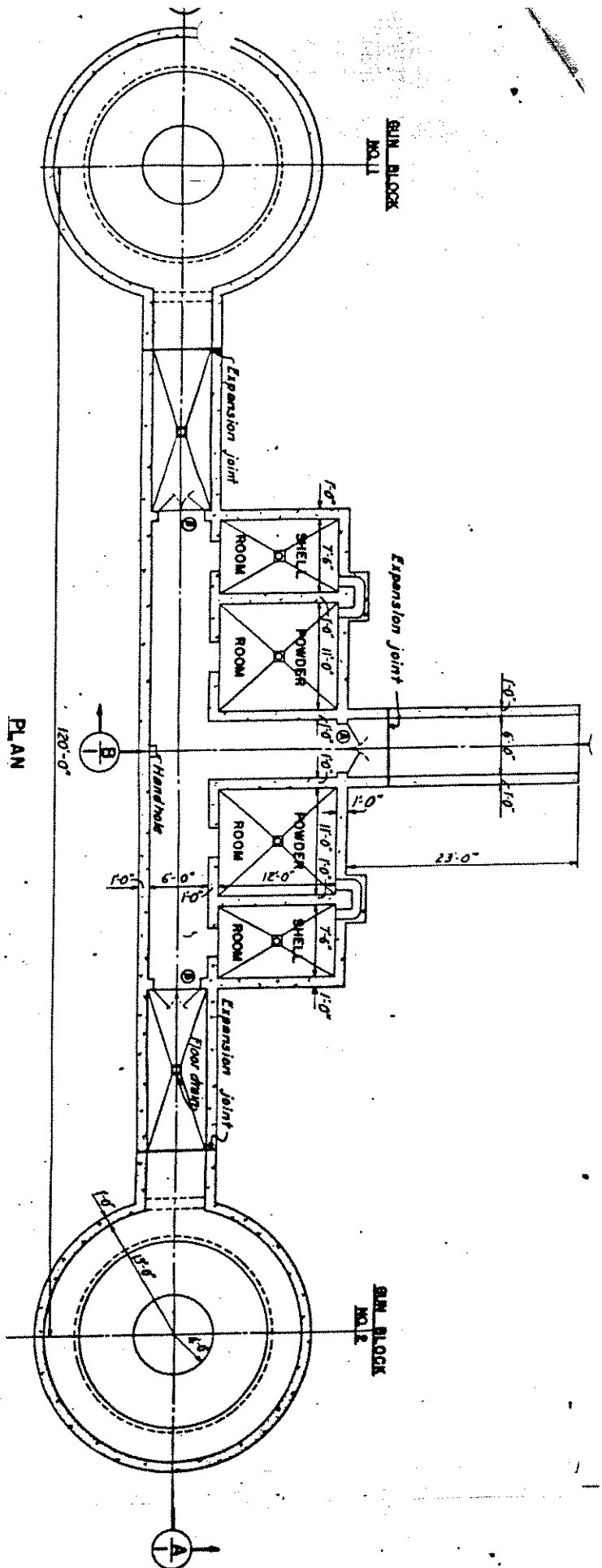
The submarine campaign had brought on the development of the coastal convoy of shipping and the use of protected anchorages. Lookout Bight, some seven miles east of Beaufort Inlet, was established as an anchorage by the Eastern Sea Frontier on April 10 thus breaking the long run from Charleston to Wilmington, around Hatteras to the Chesapeake.

Lookout Bight is a natural open harbor, partially protected by an old stone breakwater. It is formed by Cape Lookout, a barren, wind and storm swept sand spit, sparsely covered with grass and sand dunes. The only habitation is a Coast Guard station and access was by water only.

In the defense of Beaufort Inlet the problem was now increased by the need of protecting the anchorage not only from direct attack but by gunfire from seaward. While the 155 battery at Fort Macon gave some long range protection to the anchorage itself, it was apparent at once that with the side fields of fire required the 155 gun with its limited traverse was not suited to the mission. An all round traverse rapid fire battery was essential.

To solve the problem we got, with the help of the Commandant, from the Navy a two gun 5 inch rapid fire battery for Cape Lookout and at the same time a two gun 6 inch battery for Fort Macon. The Lookout Battery was completed by September and the Macon Battery by November giving the harbor defense the necessary wide traverse quick fire armament for its mission.

Initially when the anchorage was first established Battery A, 193rd FA. with four 75mm guns was sent to Cape Lookout to give some defense. This was replaced in May by two 155 guns from Fort Macon which remained until the 5 inch battery was completed. Cape Lookout was a most difficult place to supply and a dismal place to garrison.



GENERAL NOTES

Elevations shown hereon are referred to mean low water, local datum, as determined by the U.S. Coast and Geodetic Survey and are based on 13 months of tidal observations obtained during the period Oct., 1926 to Nov., 1927, reduced to mean values.

CONFIDENTIAL

HARBOR DEFENSES OF BEAUFORT INLET
CAPE LOOKOUT, N.C.
EMPLACEMENT FOR 5" NAVY GUNS

000.914 (Beaufort Inlet) CM 81227

REPORT OF COMPLETED WORKS - SEACOAST FORTIFICATIONS
(Batteries)

~~SECRET~~

PART I Corrected to 1 November 1943

SPEWM-1
HARBOR DEFENSES OF BEAUFORT INLET
CAPE LOOKOUT, NORTH CAROLINA
BATTERY: 5 NO. OF GUNS: 2
CALIBER: 5" NAVY CARRIAGE: PEDESTAL

GENERAL:

Battery commenced: 14 May 1942
Battery completed: 17 September 1942
Date of transfer: 26 November 1942
Cost to date of transfer: \$58,799.21
Materials of construction: Reinforced concrete
Battery new or modernized: New
Runion elevation in battery: No. 1 Gun 25.520 ft.
No. 2 Gun 25.556 ft.
Datum plane: MLM
UTILITIES: 81227

UTILITIES (Cont'd)

Electric Power
Sources of: Kohler Electric Plant with gas motor
Procured and installed by: OCE
Characteristics: Voltage 115, AC, single phase
No. of units & capacity: 2, 8 KW, 60 cycles, 1200 RPM
Maximum KW required for utilities: None
Maximum KW required for non-battle conditions: None
Commercial power provided: No
Auxiliary power unit provided: Yes
Type of lighting fixtures: Spark and Damp Proof
Dehumidifying unit: No
Rooms wet or dry: Dry
How ventilated: Natural circulation of air
How heated: Not heated

DATA TRANSMISSION:

Type: Field telephone

REMARKS:

None

58794.21
10
64

ARMAMENT

Emplacement No.	Cal.	Length	Model	Guns Ser-	Manufacturer	Mounted	Type	Model	Serial No.	Carriages	Motor
1	51	255"	Navy Mk VIII-1919	1295	Four Lakes	July 1942	pedestal	Mk XIII	357	US Naval Gun	None
2	51	255"	Navy Mk VIII	458	US Naval	July 1942	pedestal	Mk XIII	356	US Naval Gun	None
			Mc VIII		Factory			Mod 5		Factory	
			1912		Water						
					N.Y.						

PS-166
Beaufort Inlet CM 81227

~~SECRET~~

The Hatteras Mine Field.

Early in May the Navy established a mine protected anchorage south of Cape Hatteras. This was formed by laying a large contact mine field in an irregular arc from Cape Hatteras to Ocracoke Inlet, some thirty miles long with the center some fifteen miles off shore, the anchorage being near shore and off Hatteras Inlet, and the entrances at Ocracoke and Hatteras. After it was laid the Commandant requested gun defense. The outer bank is flat, sandy and swept by storms; Pamlico Sound inside is shallow and the bank is impossible to approach except at the Inlets and by small boats. Reconnaissance developed almost no tenable positions near Ocracoke, and positions in the sand dunes at Hatteras but hard to get to: supply would have been very difficult and maintenance hard. If it had to be done a battalion of 155 guns would be required; however, on 25 May the Commandant and I decided to suspend action in view of the manifest difficulties and to see if the anchorage worked. The Navy Department had ordered the mine field laid for an anchorage and the Admiral never thought it practical. We had not long to wait: on June 11 the tanker Abalian struck a mine and sank in attempting to enter. The anchorage was closed while the entrances were swept but on 15 July two more vessels, damaged by submarine attack, struck mines and sank. Fortunately for the Sector, the harbor was totally impossible; due to the prevailing high seas in this graveyard of the coast the mines "walked" and were more dangerous than a submarine. The harbor was abandoned and an effort made to sweep the mine but few were found.

Submarine Campaign - Second Phase

The submarine campaign continued during May, June, and July but diminished in its intensity rapidly thereafter as our counter measures became effective.

Submarines were active in District waters during May but no merchant shipping was sunk and the weight of the campaign appeared to have

moved to more southerly waters. On 9 May at about 1640Q, the Coast Guard Cutter "Icarus" sighted a submarine some twenty five miles south of Cape Lookout which fired a torpedo at her. The torpedo missed exploding in her wake, and she opened fire with her 3-inch guns firing 14 rounds, 6 or 7 taking effect. The submarine crew abandoned ship, 32 being captured, one of whom died. This was the famous case in which the cutter reported: "Sighted sub - sank same." On 10 May the HMS "St. Loman", a British trawler, operating in the area had a contact, again off Cape Lookout, and dropped depth charges probably damaging the submarine. On 15 May a Coast Guard plane sighted a submarine some thirty five miles off Oregon Inlet at 0053Q. The submarine was on the surface with twelve men on deck. On the approach of the plane, it dived leaving two men on deck and was probably sunk from the appearance of the oil slick which followed the attack. Many other contacts were reported and constant reports of flares, explosions, enemy agents on shore, signals from shore, and strange ships along shore, kept the Navy, the Sector forces and the Coastal Warning Service busy.

Early in June submarine activity increased - three and possibly four submarines were believed to be operating in District waters and the Germans delivered a mine laying attack on the Chesapeake entrance. At 1700Q, June 15, a northbound convoy of thirteen ships was standing into Chesapeake Bay following the swept channel. At 1705Q just as the convoy was turning, south of the "2CB" buoy an observer at one of the Harbor Defense stations reported that one ship exploded and caught fire - this proved to be the American tanker "R. C. Tuttle" which caught fire, burned and sank. The harbor defense alerted all batteries, notified Joint Operations, and called for a plane to search the area. At 1733Q a second ship, the tanker "Esso Augusta" was reported as struck. Neither the plane, the harbor defense stations, nor the convoy could find evidence of any submarine. The harbor defense remained on alert but the plane was released at 1915Q. At 2013Q the British corvette "Kingston Ceylonite" which had been part of the escort was seen to explode and sink just to the west of the other incidents. The "Esso Augusta" was seriously damaged but remained afloat and was salvaged although she lost three men. The "Kingston Ceylonite" exploded and sank in four minutes with all hands. The crew of the "Tuttle" were rescued. The harbor

defense remained on alert until 2340Q when alert was reduced to one battery and the mine fields at contact when no shipping was in the channel while the searchlights were used to search for survivors with the patrol craft.

Two days later the American collier "Santore" was sunk in the same area.

Sweeping operations in the channel had been conducted regularly by the Navy in the swept channel. The morning after the incident a special sweep was made and five mines exploded; in later sweeps eight more were found. The incident occurred within range of the armament but there had been no reports of submarine contacts in the area and the conclusion was inevitable that a submarine had come into the vicinity under cover of darkness or poor visibility and laid the mines some time before. As it was known that the magnetic and acoustic mine could be set for varying delay after planting and before becoming active and could be set to "Click" by several targets before arming, it is not known when or how many mines were actually laid.

The three sinkings on 15 June caused considerable excitement among the summer crowds at Virginia Beach, made worse by the arrival of sightseers from Norfolk when the news spread, and troops from the Cape Henry Defense Force were finally put into Virginia Beach to keep the main roads open and straighten things out.

On 19 June at 0244Q, the "YP389" on patrol was machine gunned and shelled by a submarine near Diamond Shoals Light, being off Cape Hatteras and sunk, nineteen survivors were rescued by Coast Guard cutters coming to her assistance.

On 24 June three ships were sunk by an enemy submarine some 50 miles south of Cape Hatteras, one in the early morning hours and two ships of an eleven ship convoy that evening. Most of the crews were saved and a Navy tug got one of the ships in tow but she sank later. On the 27th and again on the 28th a ship was sunk in the general area south and east of

Hatteras and on the 30th one some 270 miles east of Hatteras. From the great number of contact reports and other unsuccessful attacks it became apparent that a submarine pack of five to seven ships was operating in the area. Surface and air patrols both Army and Navy, followed up on contact reports, attacked whenever possible and while in most cases no positive evaluation of damage was possible, certainly operations were made increasingly difficult for the enemy. On 24 June the "PC465" attacked and probably sank a submarine very near the site of the sinking of the three merchantmen. On 3 July some 45 miles east of Hatteras, a coast guard cutter and the USS "Lansdowne" attacked and sank a submarine. On 7 July about 40 miles south-east of Hatteras an army plane bombed and sank a submarine. Survivors appeared on the surface, life rafts were dropped by plane and seven survivors, including the captain, Captain Horst Degan, were picked up by a Navy plane. Again on the 14th a Navy Plane and three coast guard cutters attacked and probably destroyed another submarine off Hatteras.

In spite of the intensity of the submarine operations off the Lookout-Hatteras area, no merchantmen were sunk during the first two weeks in July. However, on 15 July, the enemy scored again when a submarine attack was made on a convoy 15 miles south-southeast of Hatteras. Three torpedoes were fired, one striking the Honduran freighter, the "Bluefield" which sank in three minutes, one damaged the American ship "Chilore" and one damaged the Panamanian ship "J. A. Mowinckel". The damaged ships were taken into the Hatteras anchorage but struck mines and sank. The "Chilore" was later salvaged. Two navy planes bombed the submarine which had surfaced in the convoy and apparently struck for the submarine disappeared and a quantity of oil appeared on the surface.

There were no further sinkings of friendly vessels in the area until the following year. Submarine contacts continued during August and September, and to a lesser extent thereafter. The active operations of the Navy, air coverage and convoys had pretty well driven the enemy to other waters.

Organizations, Stations and Strength,
CHESAPEAKE BAY SECTOR
February 1943.

Stations and Units	: Off's :	W.O. :	ANC :	E.M. :	Totals:
Fort Monroe	:	:	:	:	:
Hdgrs & Hdgrs Co. C.B.S.	: 40 :	: 1 :	:	: 117 :	: 158 :
Hdgrs & Units Mobile Force	: 18 :	: 4 :	:	: 142 :	: 164 :
Service Command	: 74 :	: 6 :	: 12 :	: 800 :	: 892 :
2d Coast Artillery	: 63 :	: 12 :	:	: 1861 :	: 1936 :
96th Ordnance Co.	: 4 :	:	:	: 87 :	: 91 :
Coast Artillery School and allied units: not in total.	: (447) :	: (28) :	:	: (2391) :	: (2866) :
Total Fort Monroe	: 199 :	: 23 :	:	: 3007 :	: 3241 :
Fort Story	:	:	:	:	:
Hdgrs & Hdgrs Btry. HDCB.	: 8 :	:	:	: 70 :	: 78 :
Service Command	: 81 :	: 4 :	: 53 :	: 906 :	: 1044 :
246th Coast Artillery	: 66 :	: 10 :	:	: 1905 :	: 1981 :
16th Ordnance Co.	: 8 :	:	:	: 201 :	: 209 :
Total Fort Story	: 163 :	: 14 :	: 53 :	: 3082 :	: 3312 :
Fort John Custis	:	:	:	:	:
1st Bn. 52d Coast Artillery	: 24 :	:	:	: 497 :	: 521 :
Btry F. 246 th Coast Arty	: 4 :	:	:	: 178 :	: 182 :
Service Command	: 6 :	:	:	: 67 :	: 73 :
Total Fort John Custis	: 34 :	:	:	: 742 :	: 776 :
Little Creek Mine Base	:	:	:	:	:
Btries E & I 2nd Coast Arty	: 9 :	: 1 :	:	: 363 :	: 373 :
Army Mine Planters: Schofield, Knox and Murray	: 5 :	: 20 :	:	: 181 :	: 206 :
Total Little Creek	: 14 :	: 21 :	:	: 544 :	: 579 :
Harbor Defenses Beaufort Inlet:	:	:	:	:	:
Hdgrs, Hdgrs Btry & Band	: 12 :	: 2 :	:	: 99 :	: 113 :
Btries H & K 2nd Coast Arty	: 7 :	:	:	: 407 :	: 414 :
Total Beaufort Inlet	: 19 :	: 2 :	:	: 506 :	: 527 :
Cape Henry Defense Force	:	:	:	:	:
Camps Pendleton & Ashby	:	:	:	:	:
111th Infantry, less dets	: 67 :	: 2 :	:	: 1905 :	: 1974 :
176th Field Arty, less dets	: 33 :	: 2 :	:	: 350 :	: 385 :
233 Engr. Combat Bn. less dets	: 20 :	:	:	: 434 :	: 454 :
Co. L, 47th QM Regt & det 131	:	:	:	:	:
QM co. truck.	: 8 :	:	:	: 177 :	: 185 :
672nd Collecting Co.	: 5 :	:	:	: 159 :	: 164 :
Total Cape Henry	: 133 :	: 4 :	:	: 3025 :	: 3162 :

Stations and Units	Off's	W.O.	AMC	L.M.	Totals
Cape Charles Defense Force	:	:	:	:	:
Westover, Maryland	:	:	:	:	:
1st Bn. 111th Inf.	39	:	:	787	826:
Btry B, 176th F.A.	4	:	:	78	82:
Plat. 131 QM Co. trk.	1	:	:	48	49:
Plat. Co.A, 233d Engr C Bn.	1	:	:	50	51:
Total Cape Charles	45	:	:	963	1008:
Beaufort Inlet Defense Force	:	:	:	:	:
Newborn, N.C.	:	:	:	:	:
2d Bn. 111th Inf.	38	:	:	796	834:
Btry A, 176th F.A.	5	:	:	78	83:
Plat. 131 QM Co. trk.	1	:	:	44	45:
Plat. Co.C, 233 Engr C Bn.	1	:	:	50	51:
Total Beaufort Inlet	45	:	:	968	1013:
Provisional Coast Artillery	:	:	:	:	:
Brigade, Camp Pendleton.	:	:	:	:	:
Hqrs.	3	:	:	:	3:
Service Command	38	3	:	346	387:
31st Coast Artillery	52	6	:	711	769:
46th Coast Artillery	70	1	:	183	254:
Total Brigade	163	10	:	1240	1413:
Chesapeake Bay Sector	:	:	:	:	:
Aggregate	815	74	65	14077	15031:

OPERATIONS 1943

The year 1943 saw the continuation, waning and end of the aggressive German submarine campaign and operations off our coast. The Navy through its patrols, convoys, air coverage and operations at sea had definitely secured control of the sea, but minor enemy raids and operations continued and protection of our shipping could not be relaxed. With the operations the development of the harbor defenses continued and the taking over of most of the beach patrol by the Coast Guard permitted the concentration and proper training of the Mobile Force. Finally, the improved strategic situation lead to the first steps in the reduction of the defense and the release of some troops for other work.

During the first months of the year submarine contacts were frequent but without positive results. It was not until 4 May that a successful enemy attack was made in the sinking of the Panamanian tanker "Panam" by two torpedoes some 25 miles south-southeast of Cape Lookout. The ship was in convoy when attacked and sank with a loss of 2 men, 50 being rescued. Submarine reports continued but without further result until 5 August when the USS "Plymouth" (PG) was sunk while acting as convoy escort about 90 miles east of Cape Charles. The ship had just started a turn as a result of a sound contact when she exploded and sank in a few minutes evidently from a torpedo; 4 men were killed and 84 rescued. Two days later a Navy PV plane was shot down by a submarine, presumably the same one, some 100 miles further east, 3 men of the crew of five being lost. As time went on submarine contacts became less and no further successful attacks occurred until 4 December when the Cuban motorship "Libertad" was torpedoed and sunk about 75 miles southeast of Hatteras with a loss of 7 men drowned and 18 missing. This was the last sinking in Sector waters until late in 1944.

The usual incidents along the beaches continued. Flares, flashing lights, supposed signals, small boats and strange and authorized persons were seen by patrols and noted on the beaches. The persons found were usually fishermen or visitors wandering about who were always reported by the local inhabitants, interested in all operations and inclined to report anything, particularly strangers. There was no evidence of landing attempts or communications from shore with the enemy.

Harbor Defense of Beaufort Inlet

At Beaufort Inlet the harbor of refuge at Lookout Bight was heavily used by convoys moving along the coast. While submarine contacts were frequent in the area in no case was any attempt made on shipping within the defensive sea area. The small harbor defense at Beaufort Inlet with its naval armament and full radar control had developed into a most efficient unit and a safe and sure harbor of refuge.

Harbor Defense of Chesapeake Bay.

Some idea of the magnitude of the operations of the Harbor Defense of Chesapeake Bay may be gained from the fact that, during 1943, 31,944 ships of one kind or another passed in or out of the Capes and were examined, entered, or cleared by the joint HECF. This is an average of 87 ships a day. By the end of the year, some 100 ships a day were entering or leaving and included one overseas convoy of some 60 to 70 ships every 10 days which were assembled in Lynnhaven Roads under harbor defense protection and then passed out to sea under escort.

While the modernization program of the harbor defense was progressing there had developed two deficiencies, namely the Antimotor torpedo boat defense and the sufficiency of the mine fields.

All navies had developed the motor torpedo boat, a fast highly maneuverable craft and a dangerous method of attack on shipping. The convoys in Lynnhaven Roads, the many naval vessels in training in the bay as well as the many vessels in Hampton Roads and in the bay generally up to Baltimore, made Chesapeake Bay a most attractive target and its attack a dangerous possibility with which the Navy was greatly concerned. While the harbor defense had ample heavy armament it did not have sufficient quick-fire light armament to give an adequate motor-torpedo boat defense, a problem further complicated by the wide entrance at the Capes, some 20,000 yards, all navigable by the light draught motor torpedo boats. The problem had been partially met by the installation of 3 inch rapid fire batteries at Fort Story and Fisherman's Island, but was eventually solved, insofar

night except when shipping was authorized in the channel. Planted and maintained from Little Creek and Fort Monroe it required three mine planters, many small boats and three batteries of coast artillery, some 25 officers, 25 warrant officers (mine planter service) and 600 men.

The Sector Mobile Force.

The beach patrol had been a serious drain on the Mobile Force and so dissipated their strength that the combat value of the force as a unit was small and combat training next to impossible. At the same time the Coast Guard with their permanent lifeboat stations and permanent communications was much better organized to patrol the beaches. The Army had full responsibility for coast defense and initially it had been necessary to employ the troops on the beaches. However, by a joint agreement in November 1942 and an increase in the Coast Guard strength, the Coast Guard gradually took over the beach patrol and permitted the concentration of the Defense Forces in their base camps except for certain outposts at vital beaches and as a close support to the Coast Guard.

With the relief of the Mobile Forces on the beach patrol intensive training was undertaken and the combat efficiency of the Force rapidly brought up during the first half of 1943. A provisional battalion of the 111th Infantry was sent to Solomons Island in April to act as a defense force in exercises with the Amphibious Force Atlantic Fleet and finally, July 14 to 30 the entire Mobile Force was concentrated in the Croatan Forest south of Newbern, N. C. for combined maneuvers which were most successful. During the exercises the Defense Forces on the Eastern Shore and at Cape Henry were replaced by the 46th Coast Artillery, acting as infantry, from Camp Pendleton.

The improved strategic situation had indicated for sometime that measures for the defense of the Coast might be reduced, and in September warning orders were received for all mobile units to be prepared for overseas

movement. On October 6 orders were received that the 101st Cavalry (mechanized) would relieve the 111th Infantry. The 101st Cavalry arrived on 17 October and the 111th Infantry, concentrated at Camp Pendleton, departed on 28 October for San Francisco and the Pacific theater. The 176th Field Artillery passed to the Army Ground Forces at Camp A. P. Hill, on 19 October. The service elements of the Mobile Force remained.

With the 101st Cavalry as the Sector Mobile Force, the regiment, less detachments, became the Cape Henry Defense Force with station at Camp Ashby, one squadron headquarters, one reconnaissance troop and service elements were assigned the Cape Charles Defense Force at Westover, Maryland, and one squadron headquarters, one reconnaissance troop and service elements were assigned Beaufort Inlet Defense Force and stationed at Morehead City, North Carolina. The Coast Guard took over all beach patrol except at Virginia Beach and the Cavalry confined themselves to heavy motorized patrols or periodic sweeps through their areas, maintaining contact with the Coast Guard and other Army, Navy and Marine Corps units as well as the civil authorities.

INACTIVATION OF THE SECTOR 1944

On War Department instructions 1 November, 1943, the category of defense of the Eastern Defense Council was reduced to a coastal frontier probably free from attack but for which a nominal defense must be provided for political reasons in sufficient strength to repel raids by submarines, by surface vessels or isolated raids by aircraft operating chiefly for moral effect. In December the strength of the Defense Command was drastically reduced and in lieu of the sector organization previously in effect two large sectors were to be established, the Chesapeake Bay Sector being absorbed in a new Southeastern Sector including the coast from New York to Key West.

Starting in January 1944 plans for this reorganization were made and the necessary readjustments carried out.

The Fifth Naval District made no radical changes. The Joint Operations, the Approach and Entrance Force and the HECs remained in operation as before.

The Harbor Defense of Chesapeake Bay having been in fact, the parent unit of the Sector absorbed all its local obligations as representing the Army in the Hampton Roads areas, the Sector Commander taking over the Harbor Defense Command.

The Harbor Defense of Beaufort Inlet and the Sector Mobile Force passed to the control of the new Sector with headquarters in Raleigh, N. C. The surplus Coast Artillery units were concentrated at Fort Monroe and Fort Story and transferred to the Army Ground Forces as replacements.

On 12 February the Eastern Defense Command issued its general orders for reorganization and the Chesapeake Bay Sector was inactivated 29 February 1944.

Chatham, Virginia
October 20, 1981

Mr. Paul Branch
Fort Macon State Park
P.O. Box 127
Atlantic Beach, North Carolina

Dear Mr. Branch:

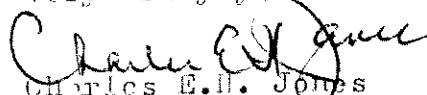
On September 8, 1981 when I was visiting your place, I promised you some information relative to the battalion that was there shortly after the out break of the war. The gentleman with me that day was also a member of that command. I beg of you to forgive the delay in responding to your request, ~~xxx~~ even though I am retired, I stay very busy.

The information on the enclosed sheets is based totally on my memory. Whereas the accuracy may be suspect to some, I can assure you that it is accurate enough to satisfy your needs, and I would swear that I am more accurate than anyone else on the matter.

I appologize for the lousy typing, my ability, plus the fact this typewriter has about had it, doesn't produce perfection in correspondence. If there is more information you need, or desire, please don't hesitate to write me. I have left out many of the anecdotes and trivialities I recall happening there. Probably wouldn't mean much to anyone not familiar with the personalities or the circumstances involved.

I shall probably see you in May since I get down that way several times a year.

Very truly yours



Charles E.H. Jones
LTC. U.S. Army (Ret)
Rt. 2, Box 26A
Chatham, Virginia 24531

FORT MACON TROOPS FROM DECEMBER 1941 to AUGUST 1942

The 244th Coast Artillery Regiment was a tractor drawn 155 millimeter gun organization consisting of a regimental headquarters and headquarters battery, and three battalions. Its peace time status being an element of the New York National Guard. The regiment was ordered to active federal duty during September 1940 and stationed at Camp Pendleton, Virginia. Since the regiment did not have sufficient officers and enlisted manpower to meet federalized requirements, the needed officers were ordered in from other components. The enlisted manpower requirements were from the draft.

Soon after the declaration of war (Dec. 7, 1941) the battalions were deployed separately. The First Battalion came to Fort Macon, the Second Battalion went to Alaska, and the Third Battalion was deployed to the Southwest Pacific Area. This left only the regimental headquarters and headquarters battery at Camp Pendleton, Virginia.

The first battalion 244th CA arrived at Fort Macon at dawn December 21, 1941 under the command of Lieutenant Colonel Harry G. Fowler who would leave approximately one month later to return to Camp Pendleton, Virginia to take command of the third battalion for its deployment to the South Pacific Area. Upon arriving at Fort Macon, the headquarters of the battalion was established in the old Coast Guard building at Fort Macon. Headquarters battery occupied the fort. The headquarters later moved from the coast guard building to the fort. "B" Battery moved its guns into the dunes overlooking the beach at Fort Macon. "A" Battery placed its guns in the dunes overlooking the beach approximately two miles west of Atlantic Beach. Later, a readjustment of the defenses were made. Two guns from battery "A" were moved to Cape Lookout to a position on the point between the Cape Lookout Coast Guard station and the ocean. Later two six inch naval guns and two seventy-five millimeter guns were added to that location. Battery "A" personnel manned the guns west of Atlantic Beach as well the guns on Cape Lookout. The guns and personnel were positioned on Cape lookout during May 1942.

The following was the personnel structure upon the battalion's arrival at Fort Macon. (NG) denotes national guard officer.

Battalion Commander: Lt. Col. Harry G. Fowler (NG)
Executive Officer: (I don't think one was assigned at the time)
Adjutant: (I can't recall. I know that he was temporary)
S-2: 1st Lt. Weir Adamson (promoted to captain) (NG)
S-3: (I think it was temporarily 1st Lieut. J. L. Sebes)
S-4: 2nd Lieut. Charles F. O'Donnell (NG)
Searchlight Off: 1st Lieut. James N. Turner.
Ammunition Officer: 1st Lieut. M.A. Husson (NG)

Battery "A"

Battery Commander: Capt. Joseph G. Becker (NG) - later trans. to Hq.
Executive Officer: 1st Lieut. Dennis R. Ward (NG) Became Btry Comdr.
Platoon Officers: 1st Lieut. Donald Timberlake (later transferred Out)
2nd Lieut. Charles E.H. Jones
2nd Lieut. Jesse N. Worsham
First Sergeant: Vincent Brecka (Went to OCS Apr. '42)
Supply Sergeant: Harold Stemper
Mess Sergeant: Charles Ritter
Communications Sgt: Martin Myers

OVER

(1)

Machine Gun Sgt: Arthur Beinz(Beans)
 Motor Sgt: Donald C. Wallace (Later promoted to First Sgt)
 Ammunition Sgt: Kanter
 Range Sgt: Fredda.
 Gun Sgts: No. Gun Larry Trubinsky (Moved to Cape Lookout with gun)
 No. 2 Gun. Murray Gold (Moved to Cape Look with Gun)
 No. 3 Gun. Eddie Zawisha
 No. 4 Gun. Peter Lubinsky (Married a local girl)
 Other personnel of "A" Battery:

Cpl. George Mizesko(Married a local girl)		
Cpl George Burns		
Cpl Albert Lathower	McGovern	Van Wye
Sgt. T. Balzak	Mecca	Vinch
Pfc. Balzak	Meehan	Washburn
Aranoff	Major	Windish
Apgar	Meade	Winters
Ashe	Mollenhauer	Wilson, Elmer
Amination	Michaud	DiTamasso
Bahley	Moraski	
Belusky	Melnick	
Bauer	Nasturick	
Bogdan	Newton	
Bordelon	Nation	
Brakstad.	Orysh (married a local girl)	
Brink	Palladino	
Byrnes	Parker	
Colanti	Pavarcik	
Chiarello	Polanin	
Chjonacki	Patton	
Culkeen	Popecki	
Darnall(died from drowning while in the area)		
Dunton	Predmore	
Donnelly, Eddie	Puntillo	
Donnally, George	Reilly	
Fagan.(transferred to Air Corp Mar. '42)		
Frye	Rice	Note: These are all that I can think of from Battery A.
Fink	Ross	
Fish	Rose	
Fontanetta	Rosenstein, R.	
Grillo	Rosenstein, Stumpy	
Haggerty	Rollins	
Harvey	Rusowicz	
Hart	Sarubbi	
Hedley	Sawitsky	
Hoyt	Scalzo	
Hodel	Shattuck	
Kachura	Schnurer	
Kahn	Sullivan	
Knox	Steffani	
Kordel	Strutkowski	
Kennoy	Siegel	
Klienhaus Klempnss	Sparks	
Kevolowiczth	Sturtz	
Kushner	Smith, C.	
Lassiter	Suska	
Lefterson	Termino	
Leuw	Thompson, Jack	
McFee	Thompson, Napoleon	
McDonnell	Vahey	
MacDonald	Varnier	

Other than officers, I was not too familiar with the personnel of the Battery "B" and Headquarters Battery. However, I did know the following:

Headquarters Battery

Battery Commander: Capt. Frank Tracey (Later trans. out)
Battery Exec: 1st Lieut M. A. Husson (was also ammunition Officer)
First Sergeant:

Battery "B"

Battery Commander: Capt. Clare M. Schuster (Later trans. out of area)
Battery Executive: ? ?
Platoon Officers: 2nd Lieut. Sidney F. Wortman (later trans. to Battery "A")
2nd Lieut. Roy B. Farrell
2nd Lieut. Charles B. Miller (Joined later-- April '42)
First Sergeant: John Heslin
2nd Lieut. Walter Candler joined Battery "B" in July of '41

ADDITIONAL INFORMATION

The defense organized and controlled from the fort was known as the Harbor Defense of Beaufort Inlet. Its mission was to defend the area from possible attack by enemy naval forces and provide, within its capability, protection for shipping from enemy submarines.

The battalion commander was also the commander of the Harbor Defense of Beaufort Inlet. However, this changed for a while. The regimental commander of the 244th Coast Artillery Regiment was still in Camp Pendleton, Virginia with only a headquarters and headquarters battery under his command since all of the battalions had left separately. He was sent with his headquarters and headquarters battery to Fort Macon to take command of the Harbor Defense of Beaufort Inlet. This relegated the battalion commander to the position of battalion commander only. This took place in April '42. In June '42, the situation changed again. The regimental commander, who was Colonel John Young, took his headquarters and headquarters battery to Camp Pendleton, Virginia to form the 50th Coast Artillery Regiment. This meant that now, the Battalion Commander of the First Battalion was again the Commander of the Harbor Defenses of Beaufort Inlet. Lieut. Colonel John C. Mazzei was the battalion commander at this time.

Changes in Command Structure

Lt. Col. Harry Fowler left in January or February, and was succeeded by a Major John C. Mazzei, who was promoted to Lieut. Col during the latter part of February.

Lieut. Dennis Ward was promoted to Captain shortly after arrival at Fort Macon. He assumed command of Battery "A" and Captain Joseph G. Becker was transferred to Battalion Headquarters as battalion executive officer.

Captain Clare M. Schuster was transferred out of the area in March '42. Lieut. Joseph D. Sebes succeeded Schuster as commander of Battery "B".

Captain Frank Tracey was transferred out of the area in March 1942

Lieut. Weir Adamson was promoted to captain in January 1942 and left quickly after Lt. Col. Fowler departed to join Fowler for the south Pacific.

Lieut. Donald Timberlake was transferred out of the area from Battery "A"
Lieut. Sidney W. Wortman was transferred to Battery "A" from Battery "A"
Lieut. Jesse N. Wortman was transferred from Battery "A" to Headquarters
and Headquarters Battery as Motor Officer. These transfers took place
during the month of March '42 (I realize this information isn't earth-
shaking, but sometime one runs into the argument of who was where when, and
since ours was the first army unit in that area after the outbreak of war
many of the old timers like to discuss it and the people associated with
it.)

Lieut. James N. Turner was promoted to Captain and succeeded Sebes as
Battery Commander of Battery "D". Sebes, who had been promoted to Captain
by this time (and married to a local girl- Julia Thomas from Beaufort)
was assigned to Headquarters as S-3 (Plans and Training Officer)

This battalion left shorehead city by train on the morning of August 8, 9, or
10 ????. (I cannot remember exactly) for Boston where it embarked for
Iceland.. It sailed into the Icelandic harbor the morning of September 1,
1942 aboard the S.S. Ormond, a British transport.

We were replaced at Fort Mason by another 155 millimeter tractor drawn
battalion. This was an all negro battalion with the exception of its
officers whom were all white. Our men on Cape lookout were replaced by
a battery of the 2nd Coast Artillery Regiment from Fort Monroe, Virginia,
this battery was under the command Ed. Thompson.

CAPE LOOKOUT
COAST GUARD STATION

2 155mm GUNS - MOVED FROM
2 6in NAVAL GUNS

(ALL WEAPONS ON CAPE LOOKOUT
AND AT ATLANTIC BEACH WERE
MANNED BY BATTERY "A" PERSONNEL)

2 15mm GUNS

BATTERY A POSITION ON THE BEACH

NOT DRAWN TO SCALE
AND
DISTANCES ARE NOT ACCURATE
ON THIS DRAWING

THESE ARE THE POSITIONS
OF 2414TH CA GUNS AS
OF JUNE 1942

OUR ANTI-SUBMARINE
DEFENSE WAS IN CON-
JUNCTION WITH NAVY
SUB CHASERS WHICH
WERE BASED WHERE
THE CARTERET TECH.
SCHOOL IS NOW LOCATED
CAPT ELLIS ??? USN
WAS THE COMMANDER
OF THE BASE

ATLANTIC OCEAN
(ONSLAW BAY)

155mm
GUNS

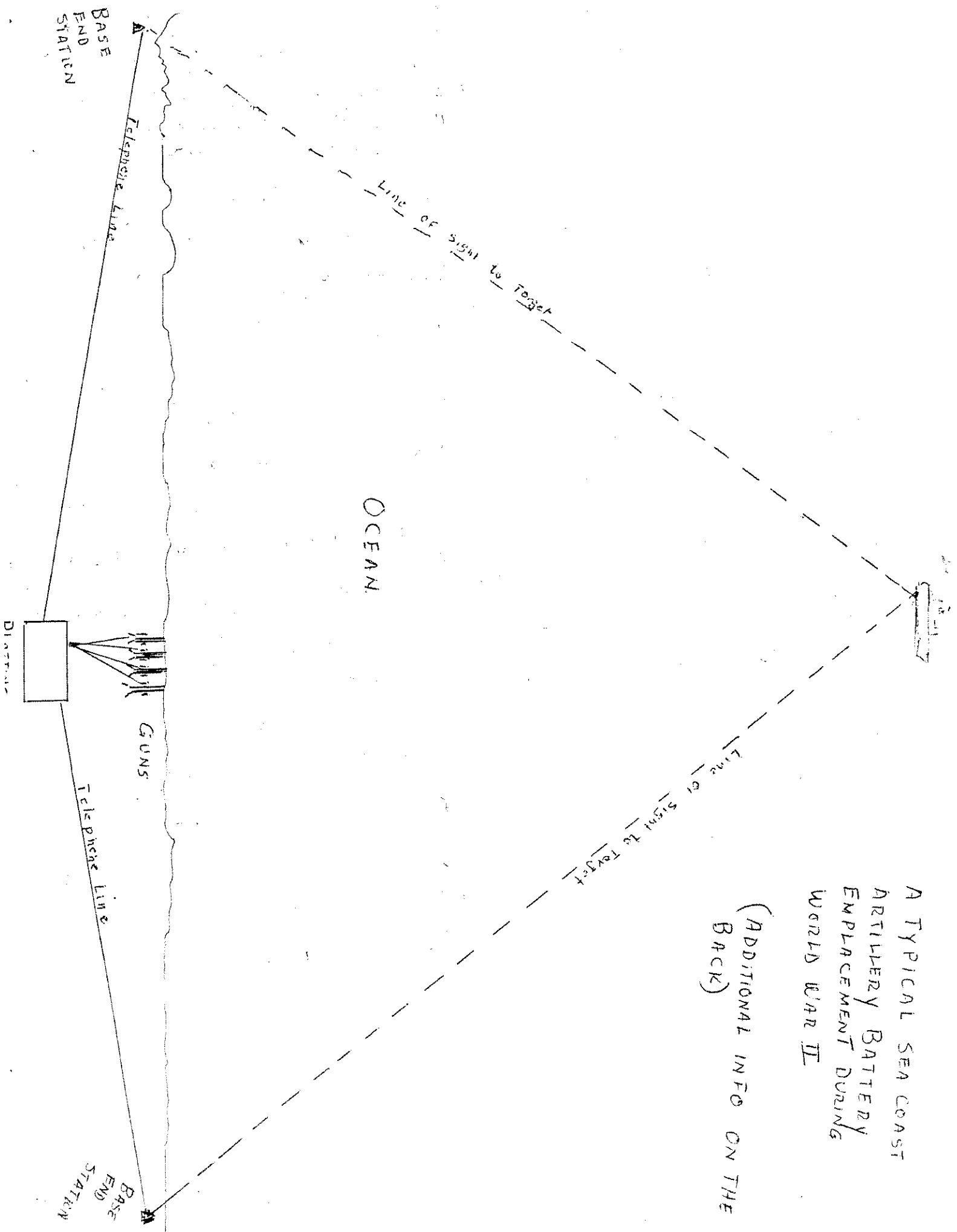
155mm GUNS

ATLANTIC

SHACKLE FORD

A TYPICAL SEA COAST
ARTILLERY BATTERY
EMPLACEMENT DURING
WORLD WAR II

(ADDITIONAL INFO ON THE
BACK)



1. EACH BASE END STATION WAS EQUIPPED WITH AN INSTRUMENT DESIGNED TO MEASURE HORIZONTAL ANGLES. EACH INSTRUMENT WAS ORIENTED DAILY TO INSURE ^{THAT} ACCURATE DATA ~~WERE~~ ^{WERE} BEING CALLED TO THE PLOTTING ROOM. DISTANCE BETWEEN BASE STATIONS 300 yds
2. THE PLOTTING ROOM CONVERTED DATA FROM BASE END STATIONS INTO ELEVATIONS AND AZIMUTHS WHICH WERE TELEPHONED TO THE GUNS. PLOTTING WAS DONE ON A TIME INTERVAL BASIS FOR ACCURACY.
3. GUNS CONTAINED ELEVATION DRUMS ~~AND~~ ^{FOR} APPLYING ~~THE~~ DATA TO RAISE THE MUZZLES OF THE GUNS ~~TO~~ THE EXACT AMOUNT FOR THE PROJECTILES TO REACH THE TARGET. EACH GUN ALSO CONTAINED A PANORAMIC SIGHT WHICH MEASURED HORIZONTAL ANGLES WHICH WERE NECESSARY TO INSURE THAT THE GUN WAS POINTING IN THE CORRECT DIRECTION TO INTERCEPT THE TARGET. SUCCESSIVE PLOTS ESTABLISHED TARGET SPEED AND ^{DIRECT}
4. THE GUNS OF THE 244TH WERE CALIBER 155 MM. (6.1 inches). THEY FIRED SHELLS WEIGHING 98 POUNDS ~~UP~~ UP TO A DISTANCE OF 18,000 yds.
5. SOME SEA COAST ARTILLERY GUNS WERE CALIBER SIXTEEN INCHES WHICH COULD FIRE A 1200 POUND PROJECTILE 25 MILES. THIS TYPE OF WEAPON WAS PERMANENTLY EMPLACED ON CONCRETE FOUNDATION ON PERMANENT SEA COAST FORTS

(Parade the Mess JON in a hurry.)

HEADQUARTERS
THIRD COAST ARTILLERY DISTRICT
FORT MONROE, VIRGINIA

December 17, 1941

Mr. R. B. Etheridge,
State Department of Conservation and Development,
State of North Carolina,
Raleigh, N.C.

My dear Mr. Etheridge:

In a telephone conversation between Captain Ellis of my staff and Colonel Smith, Adjutant General for the State of North Carolina, we were advised that the reservation at Fort Macon near Morehead City, North Carolina, is under your department and were advised to contact you.

The importance of the harbor of Beaufort Inlet and the Naval installations under construction in that vicinity has made it imperative that defensive measures against raids be taken. It is desired to place artillery in the area that is now part of the state park at Fort Macon. It will also be necessary to provide housing facilities for the personnel and storage space for supplies and equipment.

By agreement with you, I should like to use the old fort at Fort Macon and proceed with such construction as is necessary for the National safety in the state park. Further it would be inadvisable to have this park open to the public during this emergency, and with your permission I should like to close the park to all but military and authorized civilian personnel.

I have this date given instructions to a reconnaissance party to proceed to Morehead City to make a preliminary reconnaissance of the area. They have been instructed to contact the caretaker at Fort Macon upon arrival.

At such time as the fortification of this area is authorized the necessary troops and equipment will be ready to take up positions at Fort Macon.

Very sincerely yours,

Rollin L. Tilton

ROLLIN L. TILTON,
Brigadier General, U. S. Army,
Commanding.

LIEUT. COL. HENRY GILLETT FOWLER

COAST ARTILLERY
UNITED STATES ARMY

DIVISION OF FORESTRY
J. S. HOLMES, STATE FORESTER
FOREST FIRE ~~CONTROL~~
W. C. MCCORMICK, ASST. FORESTER
W. K. BEICHLER, FOREST INSPECTOR
FOREST MANAGEMENT
F. H. CLARIDGE, ASST. FORESTER
STATE PARKS
T. W. MORSE, SUPERINTENDENT

STATE OF NORTH CAROLINA
DEPARTMENT OF
CONSERVATION AND DEVELOPMENT
R. BRUCE ETHERIDGE, DIRECTOR

RALEIGH

Fort Macon State Park,
Morehead City, N. C.,
December 19, 1941.

DEC 22 1941

Mr. Thomas W. Morse,
Superintendent of State Parks,
N. C. Department of Conservation and Development,
Raleigh, North Carolina.

Dear Mr. Morse:

Lieutenant Colonel Henry Gillett Fowler,
Coast Artillery, United States Army, with three other
men from Camp Pendleton, Virginia Beach, Virginia,
came to Fort Macon today and inspected it for military
purposes, with a view to fortifying it with guns and
establishing quarters in Fort Macon State Park for
soldiers.

Lieut. Col. Fowler took your address
and said that he would report to some other officer,
I think he said to Col or Gen Tolson.

I am enclosing Col. Fowler's card.

Very sincerely yours,

Virginia L. Humphrey

Mrs. Lott W. Humphrey,
Caretaker, Fort Macon
State Park.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL - Day Letter
NT - Overnight Telegram
LC - Deferred Cable
NLT - Cable Night Letter
SR - Ship Radiogram

WESTERN UNION (45)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

MC9 11 XC COLLECT=MOREHEADCITY NCAR 21 942A

THOMAS W MORSE=

1941 DEC 21 AM 10 04

SUPT STATE PARKS DEPT OF CONSERVATION AND
DEVELOPMENT RALEIGH NCAR=

244TH DIVISION COASTAL ARTILLERY ARRIVED TODAY AND ARE
OCCUPYING FORTMACON=

VIRGINIA B HUMPHREY.

22162
adv
1129-6

Charge to the account of North Carolina State Parks, Dept. of Conservation & Development

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

WESTERN UNION

1206-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to.

Raleigh, N. C.
December 22, 1941

Mrs. Lott W. Humphrey, Caretaker
Fort Macon State Park
Morehead City, North Carolina

PLEASE CALL ME IMMEDIATELY. REQUEST COLONEL FOWLER CALL ME ALSO

Thomas W. Morse,
Superintendent of State Parks

Raleigh, North Carolina
December 22, 1941

Office Memorandum

Subject: Use of Fort Macon State Park by United States Army.

On December 18 Director Etheridge informed me verbally that Colonel Gordon Smith, of the State Adjutant General's office, had told him Army officials had been discussing the possibility of the Army occupying or "taking over" Fort Macon State Park for military purposes. Mr. Etheridge told Colonel Smith that he thought the Department should be consulted prior to any action by the Army so that we could learn how, why and when the Army wished to use Fort Macon State Park, in what condition it would be returned to the Department, and the terms of a written agreement between the Army and the Department covering Army use or occupation.

On December 19 Mrs. Humphrey reported that a reconnaissance party headed by Lt. Colonel Henry Gillette Fowler, Coast Artillery Officer, had that day inspected the Fort and park.

On December 20 I discussed with Mr. Etheridge Brigadier General Rollin L. Tilton's letter of December 17. In his letter General Tilton said: "By agreement with you, I should like to use the old fort at Fort Macon and proceed with such construction as is necessary for the National safety in the state park. Further it would be inadvisable to have this park open to the public during this emergency, and with your permission I should like to close the park to all but military and authorized civilian personnel."

Mr. Etheridge requested me to draw up a reply to General Tilton's letter saying that the Department would be glad to cooperate with the Army in every way possible and would turn Fort Macon State Park over to the Army if it was needed for National Defense purposes. Mr. Etheridge, also, agreed that in the letter it should be pointed out that serious damage to natural features or to the Fort might be extremely difficult, if not impossible, to repair and that a written agreement should be drawn up covering these and other points.

On December 21 Mrs. Humphrey wired me that "244th Division Coastal Artillery arrived today and are occupying Fort Macon".

On December 22 Colonel F. W. Force, commanding the 244th Coast Artillery, called from Virginia Beach to request me to make arrangements for the Army personnel to use the showers in the bathhouse. During the course of his conversation, Colonel Force made a statement to the effect that the Army felt it necessary to occupy Fort Macon, and while preferring to do so with our permission, would do so whether or not permission was given by the Department.



Thomas W. Morse,
Superintendent of State Parks

JAN 8-1942

December 24, 1941

Brigadier General Rollin L. Tilton
Headquarters, Third Coast Artillery District
Fort Monroe, Virginia

Dear General Tilton:

Soon after receiving your letter of December 17 concerning Army use of Fort Macon State Park for National Defense purposes, we received notice that units of the 244th Coast Artillery were occupying the park, so before replying to your letter I waited until Mr. Thomas W. Morse, Superintendent of State Parks, returned from the conference he had on December 23 at Fort Macon with the officer in charge of the Coast Artillery units there.

This Department is eager to assist in the present emergency in every possible way, and, of course, if use of Fort Macon State Park is required we are quite willing to have you use it for military purposes. Should it be necessary, you may close the park to all but military and authorized civilian personnel.

It is assumed that Fort Macon State Park will be turned back to this Department after the present war emergency ceases to exist, so it seems to me advisable to draw up a written agreement between the Army and this Department covering Army use of Fort Macon State Park. I don't know just what form this agreement should have or what its terms should be, but I believe the agreement should contain statements covering the condition in which the park and the structures in it would be returned to this department. We are particularly concerned about possible damage to the natural features of the park and to the old Fort itself because serious damage to either would be extremely difficult, if not impossible, to repair. For example, disturbance or destruction of vegetation on sand dunes would cause wind erosion which, once started, is very hard to control or correct. Your advice on just how such an agreement should be drawn up and what terms it should contain would be very much appreciated.

General Tilton

-2-

December 24, 1941

While at Fort Macon on December 23 the State Park Architect prepared and gave to Lt. Colonel Fowler some preliminary estimates on materials required to convert the old Fort into barracks, and the next day prepared sketches and more detailed estimates. Next Monday he will return to Fort Macon to give any further assistance required. If any of the employees of the Department can assist in locating housing facilities or other structures, or be of service in any other way, please do not hesitate to let us know.

Very truly yours,

R. Bruce Etheridge
Director, Department of Conservation
and Development

JAN 8 - 1942

HEADQUARTERS
CHESAPEAKE BAY SECTOR
FORT MONROE, VIRGINIA

IN REPLY
REFER TO: 323.51 (1-5-42)
200-ST

January 5, 1942.

Mr. R. Bruce Etheridge,
Director, Department of Conservation and Development,
State of North Carolina,
Raleigh, North Carolina.

Dear Mr. Etheridge:-

I wish to acknowledge receipt of your letter of December 24th, and thank you for your splendid cooperation and your generous offer of assistance to our personnel in establishing the defenses of Beaufort Inlet.

Instructions have been issued to all personnel to safeguard and preserve the state property and natural features at Fort Macon. Every effort will be made to maintain the reservation in the same condition of preservation it was in when the fort was occupied by the military forces. The needs of the defense personnel and the installation of equipment will necessitate some excavation and temporary alteration of the natural features. Precautions will be taken to prevent any permanent damage or destruction. I assure you that all vegetation will be preserved or replaced if damage is done in accomplishing any of the construction contemplated.

Arrangements are now being made for the preparation of a written agreement between your department and the Government covering the occupation of the State Park. This agreement will be in your hands in the near future.

I appreciate all you have done to assist our units at Fort Macon and thank you for your generous offer for further cooperation.

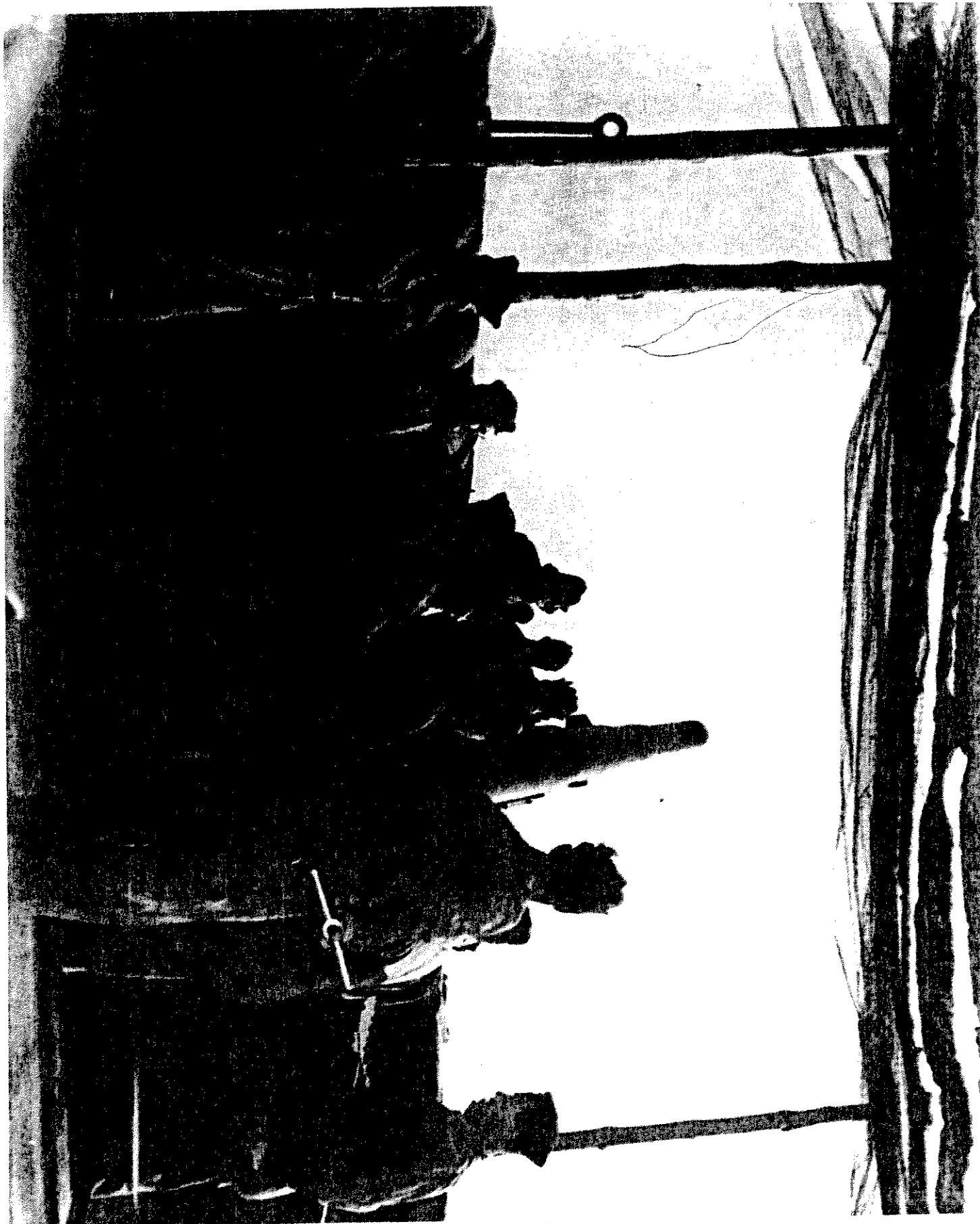
Sincerely yours,

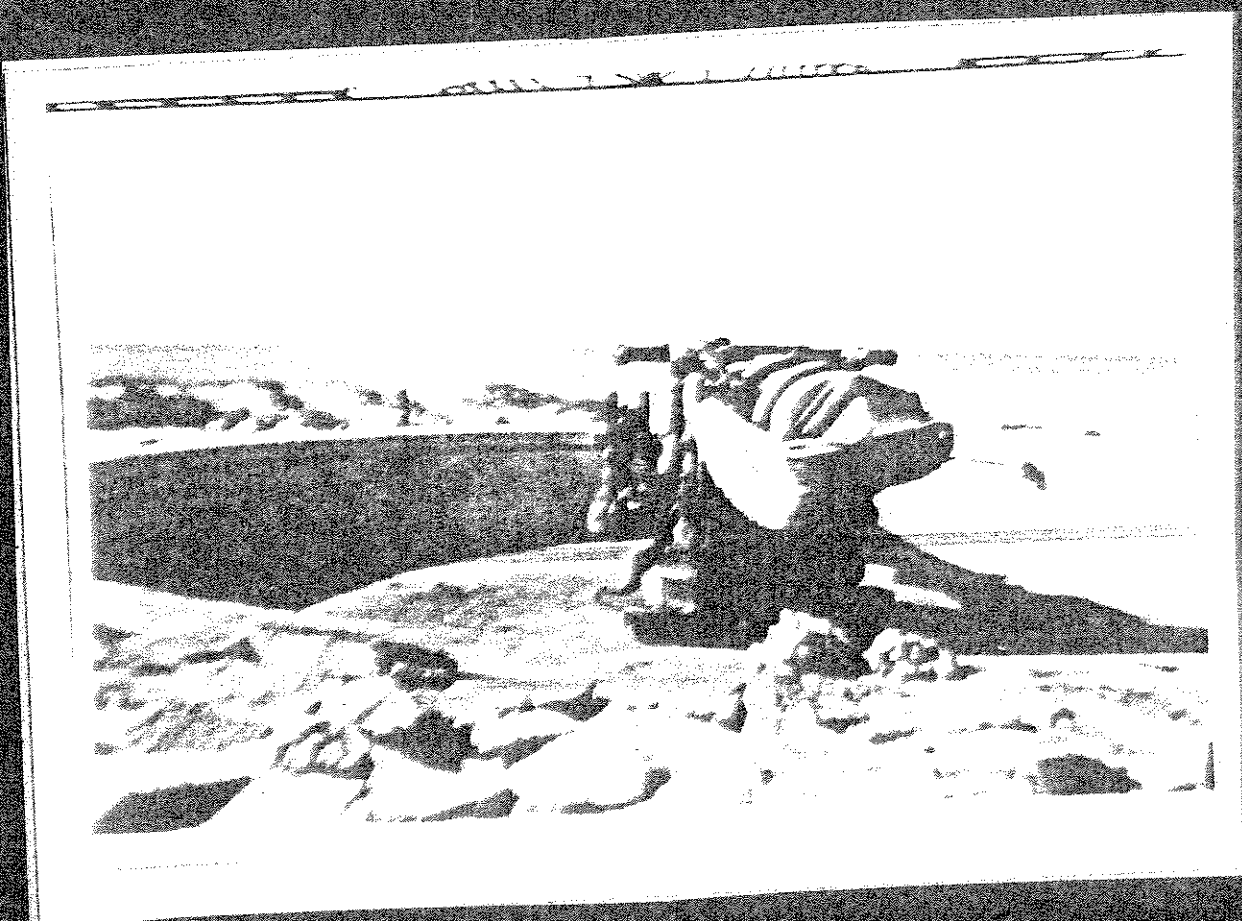
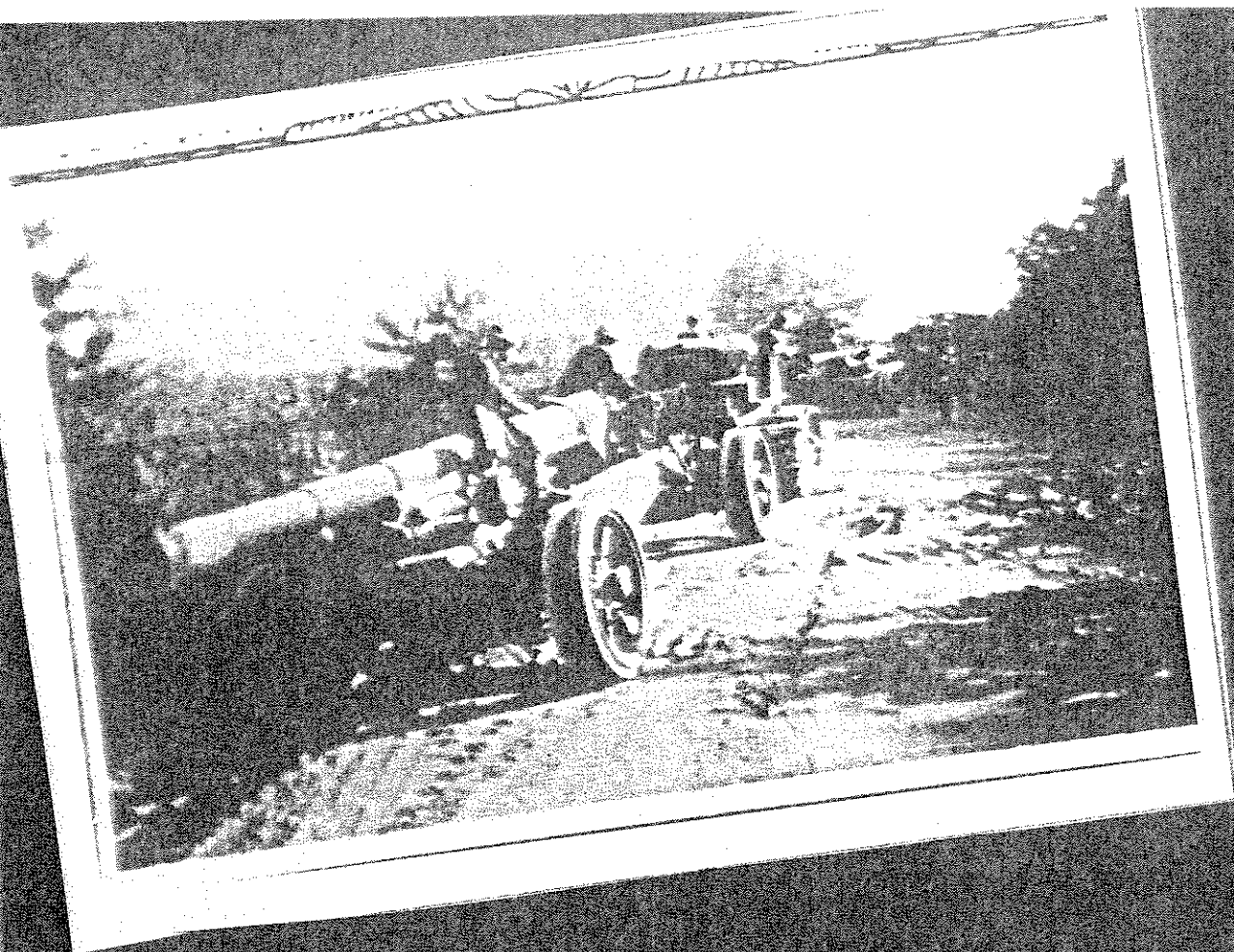
Rollin L. Tilton

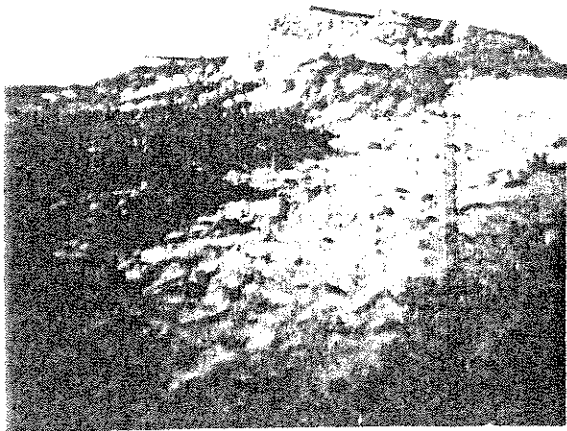
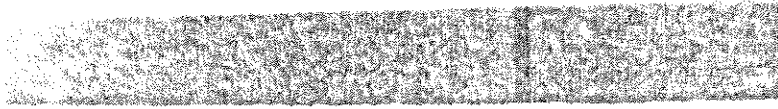
ROLLIN L. TILTON,
Brigadier General, U.S. Army
Commanding.

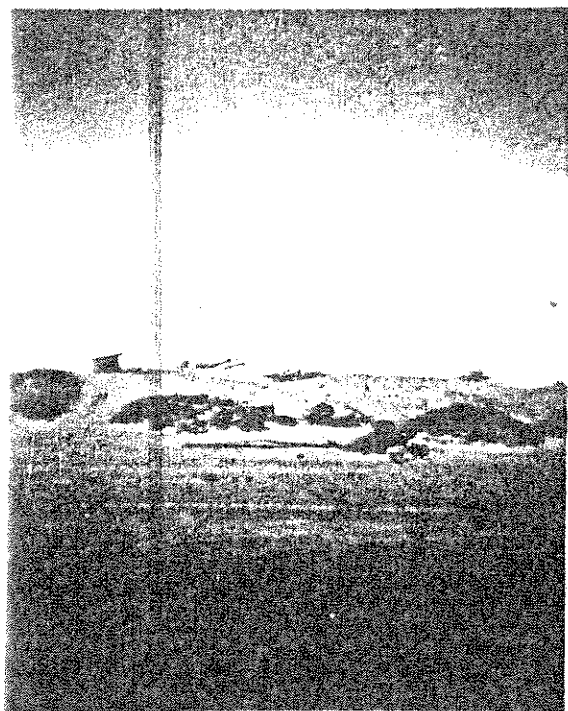
WFE/lwb

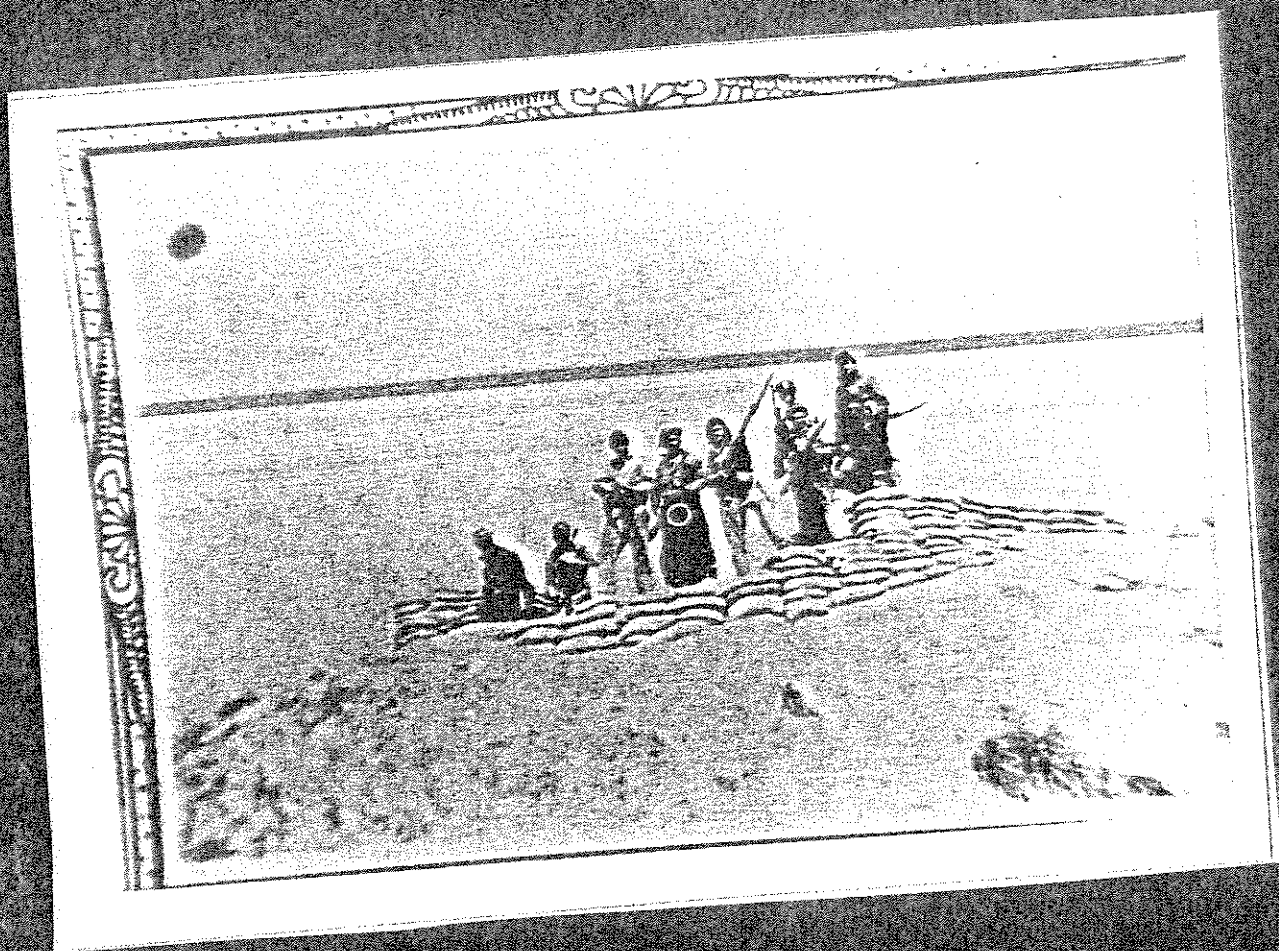












August 24, 1981

Dear Mr. Branch,

This is in response to your recent letter. I was somewhat surprised since it has been about four years since my wife and I visited the fort while we were in that area. Concerning your inquiries, the information that follows will necessarily be limited to my knowledge and recollections of that time. Likewise, I can respond only to the time I was there, which included all of 1941 and a part of 1942. What possibly may have taken place after that, I have no knowledge.

With regard to the units that garrisoned the fort: the first such was the 244th C.A. which set up most of the installations in the areas of Cape Lookout, Schackelford Banks, and Bogue Banks. These included the Naval gun emplacements, observer towers, searchlights, machine guns, telephone communications, etc., also some modification of the fort itself for living quarters.

In January, 1943 my unit, the 2nd C.A., was assigned to duty at Ft. Macon. We comprised two gun batteries; Battery K and Battery H, plus Headquarters Battery. Battery H was located at Cape Lookout; Battery K in front of and to the right of the fort in the sand dunes facing the ocean. The guns were mounted on a large concrete slab. To my recollection, there were only two at that location. Headquarters Battery occupied the fort and the immediate area thereto. At the time we were there, I can state with certainty that all the officers and men in the total garrison were white. There were no Black units there.

I myself was a member of Headquarters Battery, working as a clerk in the fort's (intelligence) operations room. This room was located in one of the casemates and functioned as the nerve center for all tactical activities that occurred in the Cape Lookout-Ft. Macon area.

The living conditions, when we first arrived, were rather primitive. Most of us at Headquarters lived either in the casemates or in the tents along the outer area of the fort. We ate our messes out of mess kits; the water supply was useful only for showers, etc. Drinkable water was obtained

from Lister bags with speigots. The summer months, again, in mosquito netting for sleeping because of the flies, mosquitoes, and sand flies! Our night beach patrols needed similar protective headgear.

Later that year there was a change of command and eventually wooden barracks and other buildings were constructed in the area back of the fort, near Bogue Sound and Beaufort Inlet. A large wooden signal tower was also erected on top of the fort itself. There was some improvement in other facilities as well. I have in my possession some (bootlegged) pictures of the fort and surrounding area as it appeared at that time. I value these immensely.

As to your question concerning a third gun battery: I can again state with certainty there was none at the other end of the island while we were there. ~~There~~ Also, in my opinion, it is unlikely there would have been any added after we left. I say this because submarine activity diminished toward the end of 1943 and into 1944. I would see no reason, therefore, for such construction later on. Also, the limits of ~~the~~ ^{our} military reservation on Bogue Banks at that time extended only from Beaufort Inlet to about half way between the fort and Atlantic Beach. The remainder of the island including Atlas Beach and south of there was, in general, open to civilians.

I can, however, think of one explanation which may have led to this misconception. At that time, there were two smaller military areas south of Atlantic Beach. One was an Army Infantry unit located about halfway between Atlas Beach and the southern tip, in the sand dunes near the beach. The other was a Marine gunnery range at end of the island itself. Both contained barracks and other buildings for the men. The Marines were brought in there in groups from Camp Lejeune for practice.

Later in 1944 most of us were withdrawn from Ft. Macon, returned to our sector Headquarters at Fort

Monroe, Va. and then sent to the Pacific.

I trust that the above may be helpful to you
in organizing your records of the fort. If I can be
of further help, let me know.

Thanks.

Thomas McKee

72325
 (Fire Control or Submarine Mine Structures)

PART II Corrected to 22 October 1943

STRUCTURES:

Location (by coordinates) x 106,391.04 yds.
 Location (by site description) y 913,035.00 yds.
 Cape Lookout, N. C.
 Date of transfer - 2 August 1943
 Cost to that date - \$10,731.00
 Type - Timber tower
 Type of construction - Wood
 How concealed - None
 How protected - None
 Height above concealment - None
 Height above protection - None
 Conspicuous at 10,000 yards

UTILITIES:

Electric Power - Yes
 Source of - Post power
 Characteristics: Voltage 120-240, Cycles 60, Phase 1
 Kilowatts required - 1
 Type of lighting fixtures - Commercial incandescent
 Heat - None
 Water Sewer - None

REFERENCE:

Reference of site - 17: MLW
 Reference of instrument axis - 17: MLW inst. 47:

INSTRUMENTS & EQUIPMENT:

Type of observing inst. - 2 aiming
 Type of plotting board - None

DATA TRANSMISSION:

Type - Telephone
 Date of transfer - unknown, inst. C.A.

DATUM POINTS:

Give ports from which visible -

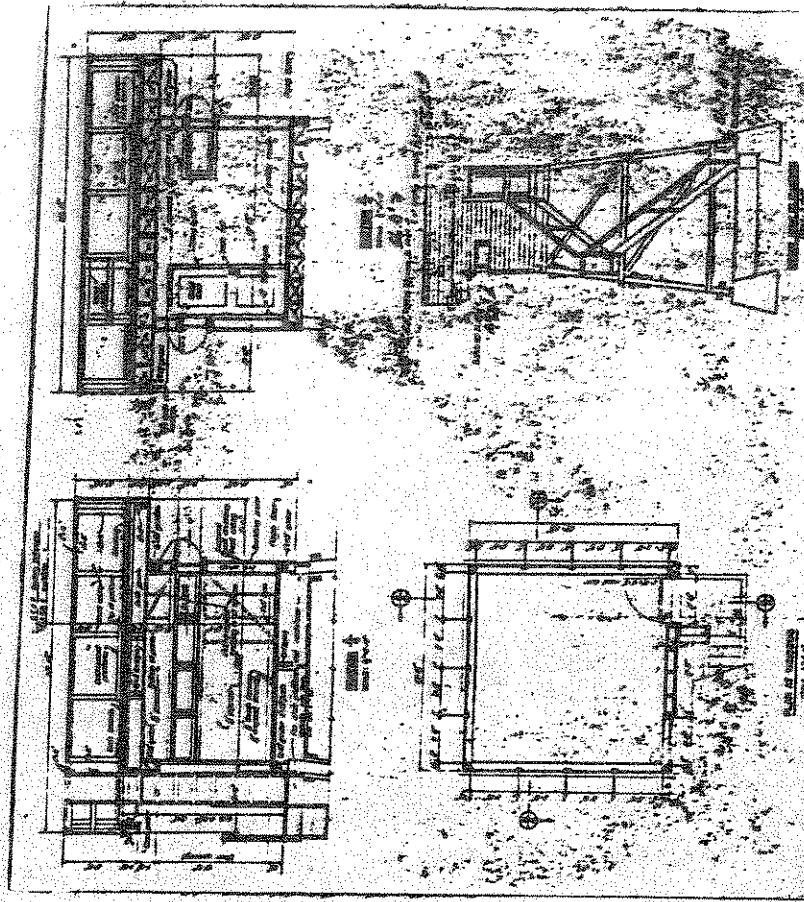
FS-166 Beaufort Bay, Card 3

SPERM-3

HARBOR DEFENSES OF BEAUFORT INLET
 FORT MACON, N. C.

STRUCTURE: BC-CRF STATION, CAPE LOOKOUT, N. C.

for 5" Bay



72325

OF COMPLETED WORKS - SEACOAST FORTIFICATIONS (Mine Control and Submarine Mine Structures)

PART II Corrected to 22 October 1943

STRUCTURE:

Location (by coordinates) X 2,739,641.021 yds.
Y 7319,325,526 yds.
Location (by site description) Located 342 yds. in
an easterly direction from the Naval Radio Compass
tower on Cape Lookout.

Date of transfer - 24 May 1943
Set to that date - #23,104,17

Type - Tower, steel

Type of construction

(a) Roof - Transmitter bldg. #22 ga. galv. Blaw-Knox
std. interlocking type roof with 1-16" dia.

(b) Remainder of bldg. - #24 ga. galv. Blaw-Knox std.
thermotite walls with 2-18"x24" fixed louvers,
one hinged double door & 8 steel sash with 1/4"
clear wire glass; 2 power buildings.

(c) Roof - Each bldg. #22 ga. galv. Blaw-Knox std.
interlocking type roof with 1-10" dia. galv.
ridge vent.

(d) Remainder of bldg. - Each bldg. #24 ga. galv.
Blaw-Knox thermotite walls with 1-18"x24" fixed
louvers, 1 single hinged door glass panel, and 1
steel sash with 1/4" clear wire glass.

How concealed - None

How protected - None

Height above concealment - None

Height above protection - None

Conspicuous at 10,000 yards

UTILITIES:

Electric Power - Auxiliary

Source of 2 - 25 KW LeRoi motor generator sets

Characteristics: Voltage 115 AC - Phase one

Kilowatts required - 10

Type of lighting fixtures - Commercial incandescent

Heat

How heated - Space heaters, coal

Water Sewer - None

ES-523

HARBOR DEFENSES OF CHARLOTTE-HAR-Scarlett Ind
FORT
STRUCTURE: SCR-296 Mine Cape Lookout, N. C.

REFERENCE:

Reference of site - 7.5' MWM

Reference of instrument axis - 115.5 MWM

INSTRUMENTS & EQUIPMENT:

Type of observing inst. - Radar 296

Type of plotting board - None

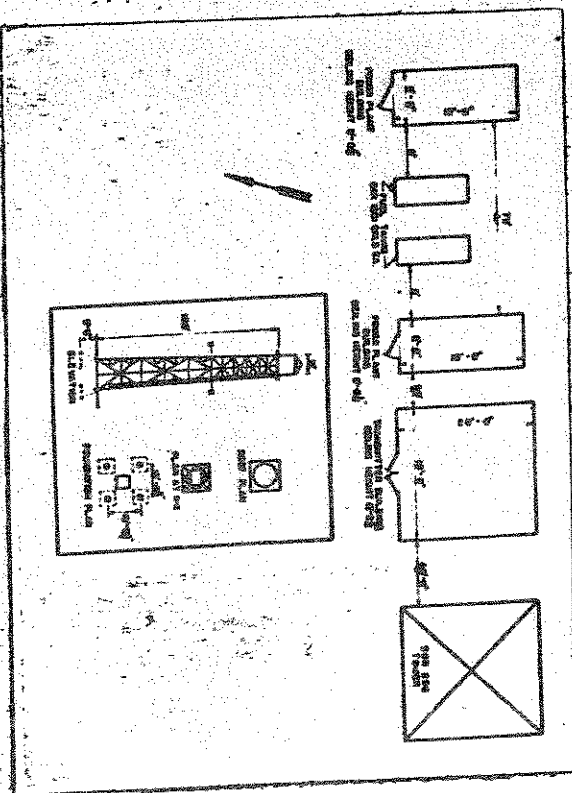
DATA TRANSMISSION:

Type - Telephone

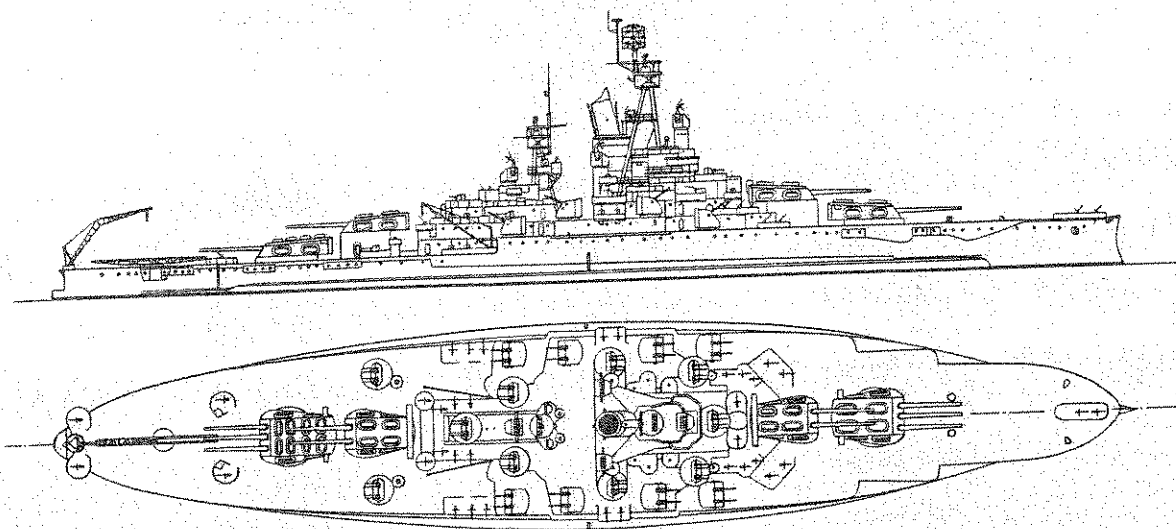
Date of transfer - Unknown

DATUM POINTS:

Give points from which visible - Fort Mason, N. C.



SECRET

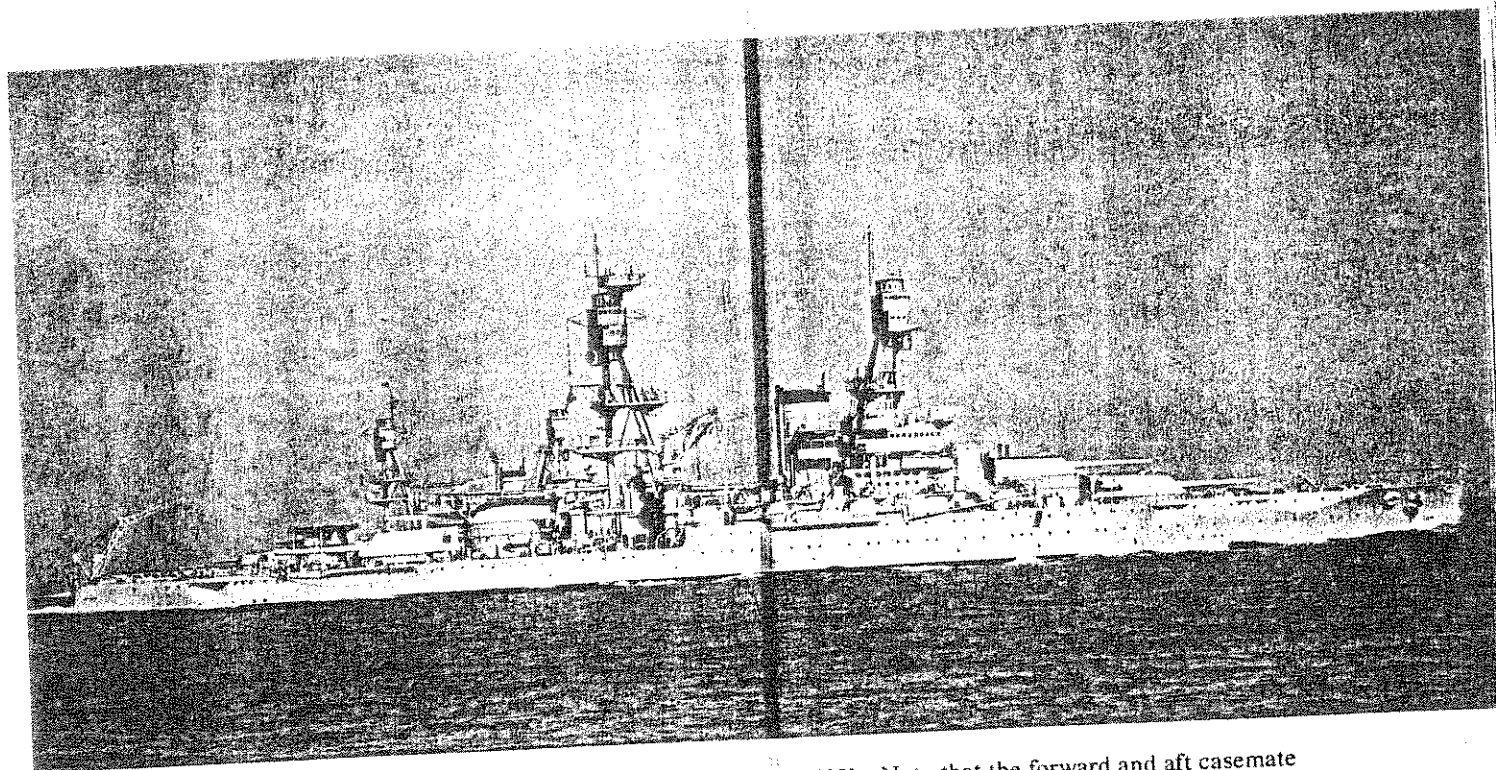


USS *Nevada* in 1945. Total reconstruction completely changed her appearance. She now has a slanted funnel cap and a SK radar screen on her foremast. Both her bow and her stern carry 20 mm A.A. guns. The life rafts are stowed on the sides of her 14 in gun turrets. Her 5 in L/38 twin-turrets are arranged in a similar way as on board the *Tennessee*.

BB 36 Nevada

During the 1927/29 conversion both cagemasts were replaced by tripods, the bridge was modified, the 5 in guns were raised one deck and the torpedo tubes removed. Two catapults were installed on turret X and on the quarter deck. The bulges added at this time reduced the speed of the ship. In 1935/36 the height of the funnel was increased. Whereas ships of the previous two classes had flush-decks the main decks of *Nevada* and *Oklahoma* covered only a little more than half of the ship's length. The lower quarter deck was therefore "wet" in heavy seas. *Nevada* was

damaged at Pearl Harbor, but the captain succeeded in beaching her. She was then completely rebuilt with a new re-arranged superstructure to permit improved firing arcs for her A.A. guns; a higher bridge linked with the funnel; and a high funnel cap inclined aft. Other changes included the removal of all medium guns and of the catapult previously placed on turret X plus its handling gear. After this conversion *Nevada* rejoined the fleet looking considerably changed. The eight new 5 in gun twin-mounts were controlled by four MK 37 fire control systems and their associated radars. In addition forty-eight 40 mm and twenty-seven 20 mm A.A. guns were installed, though their numbers changed later in the war.

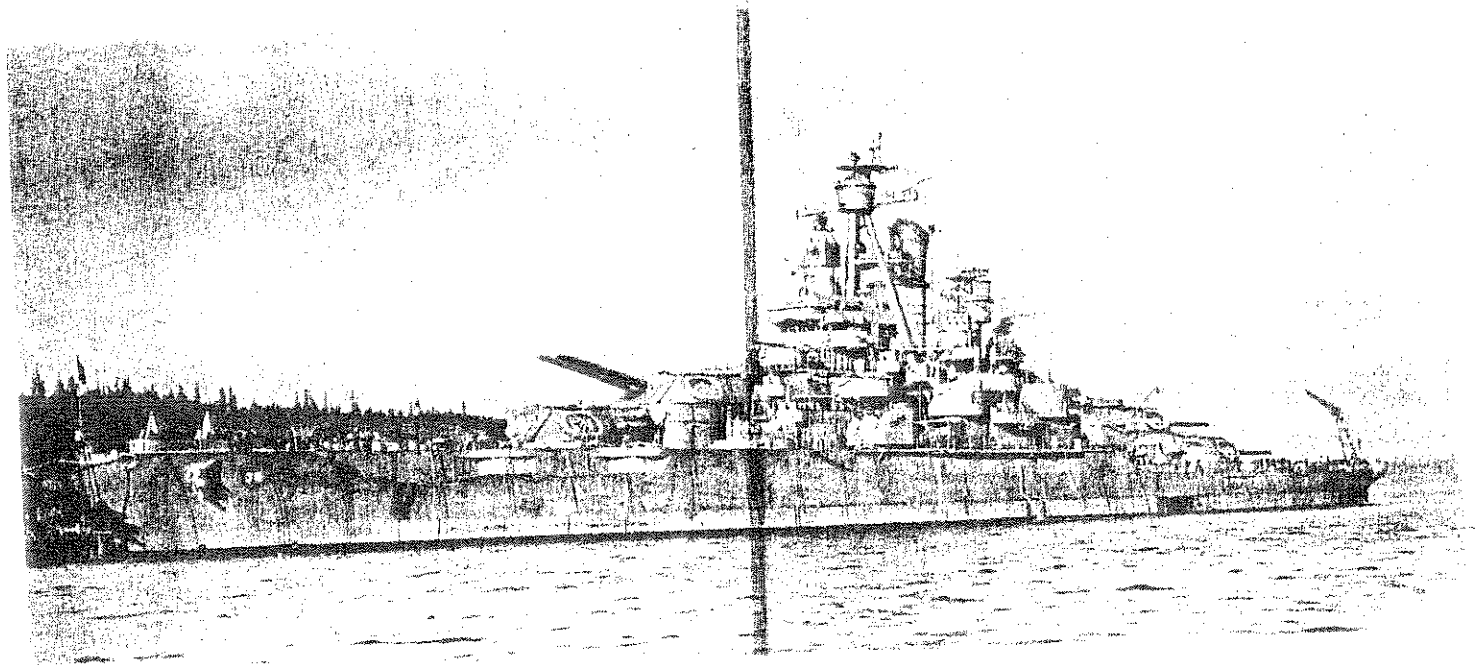


USS *Nevada*, probably in the middle of the 1930's. Note that the forward and aft casemate guns have already been removed whereas the midships casemate guns have been mounted on the upperdeck level. One of the hawseholes is empty. Due to the presence of a second battleship behind, possibly the USS *Oklahoma*, the aft part silhouette of USS *Nevada* is not clearly visible.

Collection S. Breyer

USS *Nevada* during World War II, immediately after her reconstruction. Note the unique funnel cap, and the four MK 37 gunnery control equipments on top of the bridge, abreast the funnel, and directly abaft the short aft tripod. The fire control radar is carried atop the Mk 37s.

Photo December 1942



BB 36 Nevada

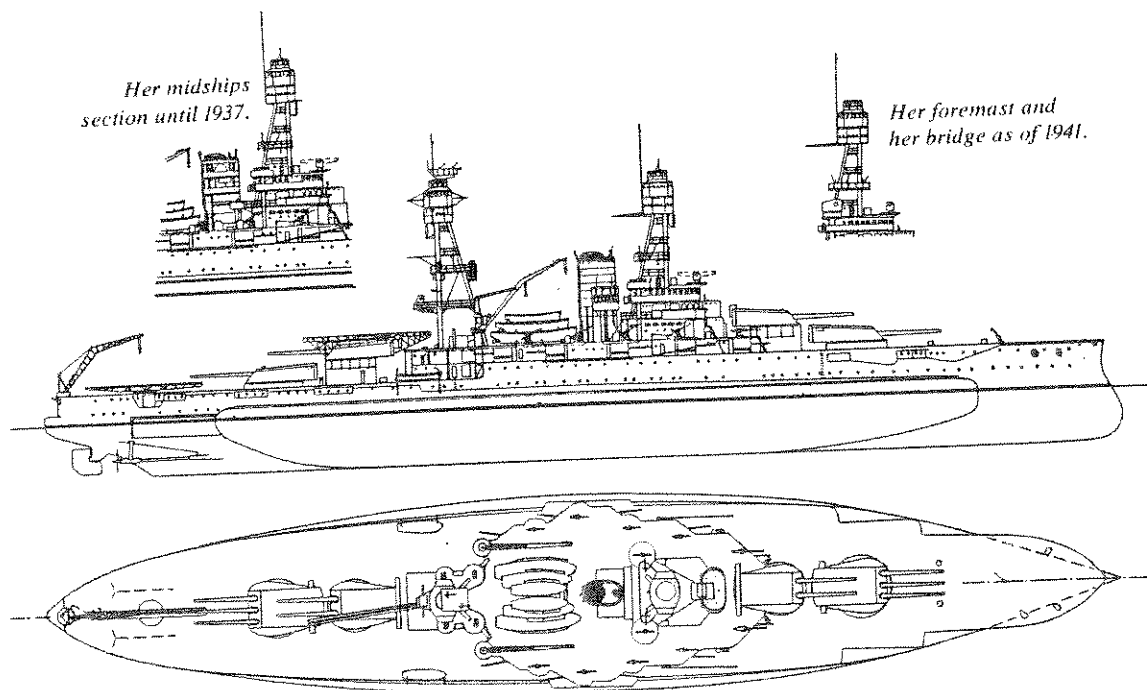
Radar Equipment

War Service:

- 1942 Covering force duty in the North Atlantic. Repairs; escort duty in the Atlantic and off North Africa
- 1943 Escort duty in the Atlantic
- 1944 Escort duty in the Atlantic and off the South of France
- 1945 Iwo Jima, Okinawa, and training at Leyte

1942
1943
1945

Forward	Aft
SRa	SRa
SK, SRa	SRa
SK, SRa	SRa



USS Nevada in 1938. Her long quarterdeck permitted the installation of a catapult on the fantail. Her aft mast has been replaced by a huge tripod structure and her bridge reconstructed. The 5 in casemate guns have been raised a deck. Note the concentrated stowage of the ship's boats. Hull bulges added.

Technical data and armament

Penn. No.	Name of the ship	Displacement		Height		Length	Beam	Draught	Complement	
		Standard ts	Full load ts	Bow Stack m	Stern Mast m				Peace	War
32	Wyoming 1945:	19.700				170,3	28,4	8,7	as BB: 1 063	as AG: 400
33	Arkansas	26.100	31.000	8,2 22,0	6,1 31,4	170,3	32,2	9,7	1 330	1 650
34	New York	27.000	32.000	7,6 22,0	5,5 41,2	174,7	32,4	9,6	1 340	1 530
35	Texas	27.000	32.000	7,6 22,0	5,5 41,2	174,7	32,4	9,6	1 340	1 530
36	Nevada	29.000	34.000	8,4 29,3 1943 after conversion	4,9 36,9	177,8	32,9	9,9	1 301	
37	Oklahoma	29.000	28.900			177,8	29,0	8,7	864	1 025
38	Pennsylvania	33.100	36.500	7,9 23,2	4,6 38,7	185,3	32,4	10,2	1 358	2 290
39	Arizona	32.600	36.500	7,9 23,2	4,6 38,7	185,3	29,6	8,8	1 358	2 290

<i>Year</i>	<i>Armament heavy battery</i>	<i>secondary battery</i>	<i>A.A. guns</i>	<i>Catap.</i>	<i>Aircr.</i>	<i>Notes</i>
1932	6-12in-L/50 ₂	16-5in-L/25 ₁	8-3in-L/25 ₁	—	—	After May 1931 gunnery training ship = AG 17
1944	—	—	10-5in-L/38 4-3in 11-40mm	—	—	After 1944 A.A. training ship; armament changed occasionally
1934	12-12in-L/50 ₂	16-5in-L/51 ₁	8-3in-L/50 ₁	1	3	5in partly in casemates
1942	12-12in-L/50 ₂	6-5in-L/51 ₁	10-3in 32/36-40mm 26/20	1	3	
1937	10-14in-L/45 ₂	16-5in-L/51 ₁	8-3in-L/50 ₁ 8-2, 8cm	1	3	5in partly in casemates 20-mm-A.A. guns reduced
1942	10-14in-L/45 ₂	6-5in-L/51 ₁	10-3in-L/50 ₁ 24/40-40mm 42/36-20mm	1	3	
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1935	10-14in-L/45 ₂₊₃	12-5in-L/51 ₁	8-5in-L/25 ₁	2	3	5in-L/51 in casemates
1942	10-14in-L/45 ₂₊₃	—	16-5in-L/38 ₂ 36-40mm maximum 38-20mm	1	3	
1935	10-14in-L/45 ₂₊₃	12-5in-L/51 ₁	8-5in-L/25 ₁	2	3	5in-L/51 in casemates. Sunk at Pearl Harbor
1940	12-14in-L/45 ₃	12-5in-L/51 ₁	12-5in-L/25 ₁ 8-2, 8cm	2	3	5in-L/51 in casemates
1943	12-14in-L/45 ₃	—	16-5in-L/38 ₂ 40/45-40mm maximum 50-20mm	1	3	
1940	12-14in-L/45 ₃	12-5in-L/51 ₁	12-5in-L/25 ₁	2	3	5in-L/51 in casemates

Guarding our snore

Centret County News - Times

Aug. 27, 1981

World War II brought residents here

By RUTH BARBOUR
News-Times Contributor

"WHEN THE war was any close" was the topic of 70 recent columns on THE EWS-TIMES editorial page. They stirred memories in men who were stationed in this county during months immediately following our declaration of war on Germany and Italy Dec. 11, 1941, a few days after Pearl Harbor. Germany lost no time in sending her U-boats (Unter see boats) along our east

coast to sink shipping destined for Great Britain. Prime targets were tankers carrying oil to fuel the Allied war machine. The Atlantic shipping our shores, where enemy submarines prowled, was called the Eastern Sea Frontier.

SENT HERE from Ohio, Pennsylvania and other states to guard against the Germans putting ashore a landing force were Army units. Among those men were Nick Galantis, from Ohio, now a Morehead City

town commissioner; Les Moore, from Idaho, who with his wife Sally for years ran a store and rented cabins at Cape Lookout; Buck Newsome, from Kentucky, formerly a Morehead City police officer now with Carteret Towing Co., and Philip S. "Bud" Church Jr., from Ohio, now a retired lieutenant colonel living at Pine Knoll Shores.

Mr. Galantis was drafted in February 1942 and arrived in the Morehead City area in May with the 11th combat

infantry regiment sent here to reinforce the South Philadelphia National Guard.

MR. NEWSOME was in the same battalion as Mr. Galantis, the Second, which had its headquarters at Camp Battle, New Bern. Mr. Church, who until recently was in the cable television business in Ohio, says the headquarters site is now a park where the Channel 12 television tower is located. Men of this battalion were stationed at Portsmouth

Island, Drum Inlet, Atlantic, Morehead City port, Satter Path, Bear Island south to Seares Landing near Camp Davis.

"OUR DUTIES," Mr. Galantis says, "were to patrol and defend the beach from sundown to sunrise regardless of weather. One soldier was stationed every two miles. The mosquitoes and sand fleas were terrible sometimes," he recalls. "We'd try to get under a net to get away from sand fleas, but they'd come right through."

Armed with a rifle, Mr. Galantis says strange forms and shapes seen among the dunes were fired at first and inspected later. Besides patrolling the beaches, the soldiers guarded bridges, railroad crossings and patrolled the countryside from dusk until dawn. If a house was seen lit up, the patrol stopped and informed the occupants to pull the blinds.

LIGHTS ON SHORE shrouelled vessels plying the seelanes offshore, making ships beautiful targets for the German U-boats. Most of the country did not know how badly the United States was losing the war in 1942. The losses were kept from the public. The U-123, one of five U-boats dispatched by Ger-

sunk another 140,000 tons, all in about a month. The U.S. Navy was unprepared for submarine warfare, and despite coaching and help from England, the subs continued to send tons of war materiel to the bottom.

THE BEAUFORT News, on April 2, 1942 carried a news story on commissioning of the blimp base at Elizabeth City, a move to combat the subs by sending dirigibles on patrol. Rear Adm. M.H. Simons, U.S.N., in a speech there at that time, asserted that the United States had sunk 28 German submarines. Actually, we did not sink our first until 12 days later when the destroyer Roper sank the U-85 south of Winkle Shoals.

But Carteret County residents knew how successful submarine attacks were. Beaches were covered with oil from the sunken tankers. Burned and wounded men were brought ashore, and the sound of vessels being blown up could be heard every night and sometimes during the day.

MR. GALANTIS says, "We would see objects in the water. We thought they were subs. We'd fire at them." Their rifle fire could have hit no subs, but it helped their own morale. Bill Condie, now a captain with the Morehead City

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LIGHTS ON SHORE

Unhunted vessels plying the sealanes offshore, making ships beautiful targets for the German U-boats. Most of the country did not know how badly the United States was losing the war in 1942. The losses were kept from the public. The U-123, one of five U-boats dispatched by Germany in those early days of the war, returned home in February 1942 reporting she had sunk 100,000 tons of shipping along our coast. Commander Hardegen of the U-123 told his admiral, Doenitz, he had been blessed with targets off Wimbale Shoals, between Cape Hatteras and Oregon Inlet.

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Bill Condie, now a captain with the Morehead City police force, was here in 1942-43 aboard one of four Navy minesweepers operating out of Morehead City. He says, "We saw German toothpicks," and believed they were periscopes of subs. I don't know."

MR. GALANTIS remembers (See REMEMBERING Pg. 15)

When war was very close

Aug. 3, 1941

"U-boats Offshore," by Edwin P. Hoyt, a book published a year ago, tells of the submarine war off our East Coast prior to Pearl Harbor, and the two years that followed. It's a story that was not detailed in newspapers at the time, partially because of wartime secrecy and partially because United States military authorities played down the losses. Many Americans did not know, therefore, just how successful the German U-boats were.

But Carteret citizens, and others living at the edge of the Atlantic knew, because they saw, heard, tended the wounded and sometimes buried the dead.

They saw the sheets of flame flaring high at night offshore as another German U-boat torpedo found its mark. They sat in church on Sunday morning and heard explosions as another merchantman went down. Bodies would soon wash ashore. Burned and wounded would be brought in.

ASSIGNED to the Morehead City area in September 1942 was Howard "Stormy" Rivers, an Army first lieutenant in the 163rd Coast Artillery. He was here until early 1944, during the period when the German subs attacked at will night and day, sank ships at will, and America, with its poor defenses, couldn't stop the carnage.

After the war, Lt. Rivers married Margaret Barbour, daughter of the late Mr. and Mrs. J.O. Barbour, Beaufort. The Rivers family recently moved into their new home at Bachelors.

Lt. Rivers entered the service in 1939 at Fort Moultrie, Charleston. Because he had had two years at The Citadel, he was rushed through Officer Candidate School at Camp Davis, Holly Ridge, N.C.

A NATIVE of South Carolina, he was assigned to Morehead City from a station at Virginia Beach. His unit relieved the 111th Infantry which was here patrolling the beaches. Lt. Rivers explains that the Coast Guard and Navy base was at Camp Glenn. Army men were stationed at Fort Macon with a few Coast Guardsmen. The Army had most of the boats (they berthed at Fort Macon). The Coast Guard 60-footers and Navy PT boats berthed at Camp Glenn. Sometimes they tied up at port terminal. It was while there that one of the 60-footers dropped a depth charge accidentally and blew its stern off.

Upon arrival, Lt. Rivers was made transportation officer and cryptographic security officer (handled code). "Nothing was permanent. One day you were artillery officer, one day anti-aircraft, then transportation officer, or in charge of searchlights," he says.

WITH LT. RIVERS were eight other Army officers. Five stayed in the lifeboat station. He and the other three bunked in an old house nearby. Meals were served in a small kitchen that seated four people. Enlisted men lived in tents and messed at field kitchens.

From the Harbor Entrance Control Post on top of the fort a Navy and Army officer, on duty simultaneously at all times, identified every ship that entered Beaufort inlet. Codes changed every 30 days on all seagoing vessels. "If we couldn't identify them, we

always brought a quick identity response. The only thing they had at first was a 75 millimeter field artillery piece. Eventually they got four 155 millimeter guns.

By mid-March 1942, German U-boats had sunk 600,000 tons of shipping along the Atlantic coast. Lt. Rivers says the U-boats surfaced at night, just out of range of coastal guns, to recharge batteries. While most Americans didn't know how close the war was, he said you knew when you were sitting in the tower and "suddenly a whole blaze of light erupted offshore."

At Cape Lookout there was a radar station. There, also, were 155 millimeter guns. On Shackleford were seven 60-inch searchlights and on the Atlantic Beach side of Beaufort Inlet two 60-inch lights.

This did little to stop the destruction offshore, but it was an effort to stop what almost everyone thought probable, an invasion. Dobermans, German shepherds and bird dogs made up a canine corps that was called into action to track down any suspicious character.

REPORTS were constantly received, and investigated, regarding ship-to-shore radios being operated on shore by Nazi sympathizers. How else could the U-boats be wreaking such havoc? We just didn't realize how ineffective our submarine defense was and how much contempt the Germans had for our feeble efforts.

While Lt. Rivers was stationed here, a rubber raft was found on Bogue Banks. Could a German spy from a submarine have come ashore in it? Local police were notified, roadblocks thrown up and cars searched.

Suppositions proved correct. A German was discovered on a small island near the south end of the Atlantic Beach bridge. A telephone tip led to his apprehension. An Army-Navy unit picked him up and whisked him off to Norfolk, Fifth Naval District headquarters.

(Continued next Monday)



Howard "Stormy" Rivers, 1943

Remembering the war years

(Continued from Pg. 14B)

bers that one fellow on a patrol claimed he saw Germans landing on Atlantic Beach. Patrols were rushed to comb the beach. "I never knew whether they found anything. I was only a private. I was guarding the bridge that night."

He and two other fellows, Sam Gentile and Joe Guidos were ordered to Portsmouth for duty. "We were given a couple of sandwiches and taken to Atlantic. There Capt. Glenn Willis, Beaufort, took us over to the sound side of Portsmouth. They told us an Army boat would come by the next day.

"THE NEXT DAY was stormy, and the boat never showed. We were getting hungry. So we walked a little bit. We saw the steeple of the church and then saw the village (Portsmouth). About 20 families were living there. Two old people were in the first house. We knocked, but they wouldn't come to the door.

"They had never seen soldiers there before and were afraid." The boys tried other houses, but had the same luck. "The first family that talked to us was the Babb family. We told them we were hungry. They fed us four or five meals, and I know the Army never paid them. In a few days the Army boat came and told us to move to the Coast Guard station, on the side opposite the

place where we'd gone ashore."

MR. CHURCH, who was a lieutenant at the time, recalls that one night the executive officer of Company F got a report of a "strange light" down east. So Church, still half asleep, got a jeep and driver and headed down Atlantic from Camp Glenn. (Their Camp Glenn camp was on the spot where Cinema 1 and 2 now are located in the Morehead Plaza.)

The jeep was halfway to Atlantic when the men realized the strange light they were chasing was a twinkling star. The men stationed at Atlantic called their bivouac Camp Happy, the site today of "Happy Landing," home of Irls and Clayton Fulcher.

THERE WERE rumors that Mrs. Alice Hoffman, who lived on her vast estate near Salter Path, was a German agent. That was not true. Mr. Church says, "She couldn't have been nicer. The boys had many a meal there." Mr. Galantis echoed this praise. "All of us liked to go there to see the pretty French girl, Gabrielle, with the French accent." Gabrielle was Mrs. Hoffman's companion.

Mr. Galantis said, "Another friend to the servicemen was Alfred Cooper. He helped them in many ways." Mr. Cooper developed Atlantic Beach,

and after the war was mayor of the beach town.

MR. NEWSOME was a military policeman here in 1942-43. Like Mr. Galantis, he got his basic training at Camp Wheeler, Ga.,

Les Moore, Morehead City, now a real estate salesman, was with the Field Artillery. One battery was sent here to back up the infantry. Mr. Moore was working with the U.S. Post Office Department in Idaho when he accepted the government's proposition for a year of military training, then a "return to your civilian job." He volunteered in 1940. With the declaration of war, he was ordered to Officer Candidate School at Fort Sill, Okla. After graduation, he was sent to Ft. Bragg, N.C., then to Morehead City.

ABOUT THE latter part of 1943, the men mentioned here were transferred with the 111th to the South Pacific combat zone.

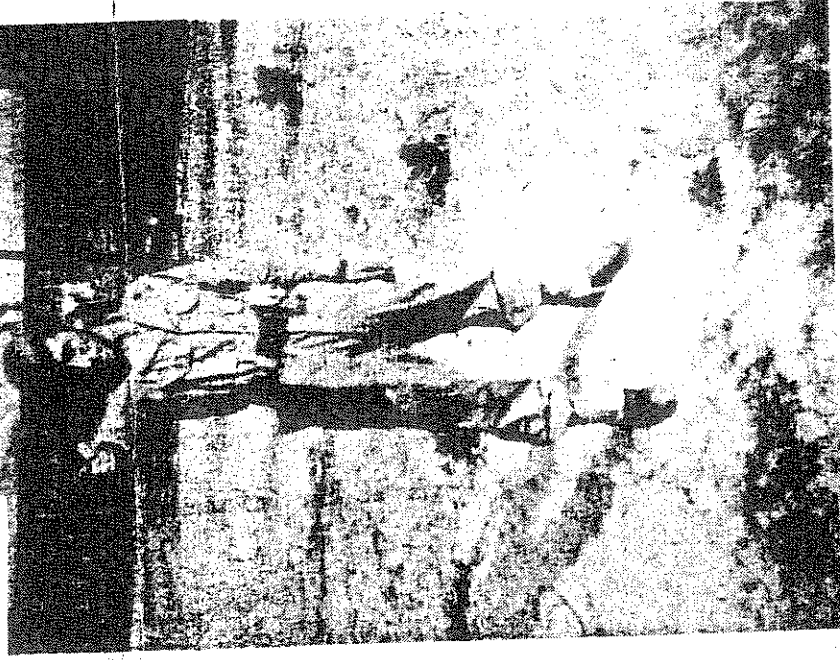
Mr. Newsome recalls the day that Mr. Galantis asked a lieutenant in another company if he could go with them on patrol. They were on Peleliu Island in the Palau Islands. About a thousand yards away, as Mr. Newsome recalls, was Babelthuap Island "loaded with Japs."

THE PATROL was walking along when T-5 Galantis looked up in a tree. There was a Jap watching them. Galantis raised his M-1.

dropped the Jap "and I guess Nick still has that Jap carbine he took off him," speculates Mr. Newsome.

Why did these men of the 111th come back here to live? They married local girls.

(NOTE: For more information on the war off North Carolina, refer to David Slick's book, "Graveyard of the Atlantic," and Edwin P. Hoyt's book, "U-Boats Offshore.")



T-5 Nick Galantis, in training in 1942, shows that Army equipment was still World War I vintage.

Ruth Barber

Aug. 10, 1981
Crested Key News Service

When war was very close

LT. HOWARD "Stormy" Rivers, USA, now of Bachelors, was stationed with the Coast Artillery in the Morehead City area from September 1942 until the early part of 1944. That's when German submarines were sinking merchant ships offshore around the clock. Some of that story was told in last week's column.

In those days the Coast Guard base was not at Fort Macon, but at Camp Glenn, although Coast Guardsmen were billeted at the station at the east end of Bogue Banks. They shared it with the Army.

If there was a report of a U-boat offshore, Navy PT boats and the Coast Guard's 60-footers (they carried 12 depth charges each) would roar off from Camp Glenn. By the time they got to sea, no sign of a submarine could be found—usually.

THEY ZOOMED off in May 1942 to try to find what later proved to be the U-352. She was sunk, however, by the Coast Guard cutter Icarus bound from New York to Key West. Among the debris that came to the surface after the U-352 went down were cardboard cartons marked "W. P. Freeman Grocery," a wholesale firm in Morehead City.

The U-352 made news again just this past year when the Navy decided it would try to retrieve five unexploded torpedoes in the wreck off Morehead City. They thought them a threat to divers who scavenge the wreck. The explosives are still there.

The first German submarines to prow these shores carried fuel for several weeks' operation and their return home. Later, the Germans sent tanker subs called "milk cows" that enabled the subs to refuel here.

LT. RIVERS recalls the problems of getting guns on the big concrete emplacements along Bogue Banks. A landing craft (LCI) nosed ashore at low tide near the place the first gun was to be mounted. The gun it was carrying was hauled down the ramp "and when it hit the sand, went out of sight," Lt. Rivers says. It took three days to get the gun up.

Convoys lay overnight in the bight at Cape Lookout. Lt. Rivers says he can remember more than a hundred ships in there at once. Entrance to the bight was protected by a steel anti-submarine net.

He was told that a German sub slipped through the net one time, surfaced, and found itself in such a crowd it was not safe for it to fire. The U.S. vessels capable of firing could not do so for fear of hitting their own. It's sub submerged and was seen no more. It's assumed it got out through the net the same way it got in.

TO TRY to combat the submarine menace, the Navy started flying patrols in PBYS. Toward the end of 1943, a radio distress call came from a PBY. The plane made an emergency landing in North River. Lt. Rivers, in a 60-foot Army yacht built by Chris Craft, when to North River to fetch the PBY home. He towed it up Taylor's Creek on a Sunday morning. A part was flown in to fix it and it was in the air the next day. For his role in the operation, the Navy gave Lt. Rivers a commendation.

One of Lt. Rivers' unpleasant tasks was body identification. "Whenever a body was found, I was called," he recalls. Most of the dead were merchant seamen, victims of the German subs. A Morehead City funeral home was used as a morgue.

A casualty in his own outfit was a man who fell off a barge between Cape Lookout and Harkers Island. The body was never found. A couple of other men drowned when they went swimming in the inlet off Fort Macon where there are vicious currents.

The Army had 12 to 14 boats at Fort Macon, but before there were enough military craft, the units stationed at Cape Lookout had food and ammunition delivered by boats operated by the late Otis Purfoy, Morehead City. Some of the Army boats had been local partyboats or private craft commandeered for the war. Johnny Wetherington, Beaufort, helped maintain them.

Lt. Rivers says a couple of bad storms occurred while he was stationed here. Just before one of them hit, an officer decided to dispatch some boats to Cape Lookout with supplies. Everything in the boats was lost, but the boats were saved—they were driven 300 yards up the beach at the east end of hacketford.

As transportation officer, Rivers formed a motor pool of trucks, jeeps and weapon carriers. They were serviced at Morehead Bluffs. The natural hill behind the Rex restaurant (part of the hill was removed since the war) made it easy to service vehicles. A ramp was built and the vehicle driven out on it from the hill. This made it unnecessary to dig "a grease pit."

MOREHEAD BLUFFS and Bonham Bluffs had only one or two houses at the time. "Mainly there were huts," says Lt. Rivers. He lived in one of them while running the motor pool. Stationed here on the mainland at the time was the 17th field artillery.

From here, Lt. Rivers was transferred to Delaware where he was executive officer on a mine layer. A man fell overboard 12 miles offshore one day and Lt. Rivers dived from the bridge and kept him afloat until another mine layer picked them up. He received the Soldier's Medal for Valor, as did a sergeant from another mine layer who assisted in the rescue.

Lt. Rivers says, "There are no heroes. You see something that has to be done and do it." Many of the men who served under him cooked him up here after the war. "One showed up in a beautiful sloop. He was from California and wanted me to go with him to Nassau where he was going to race," Rivers regretfully declined.

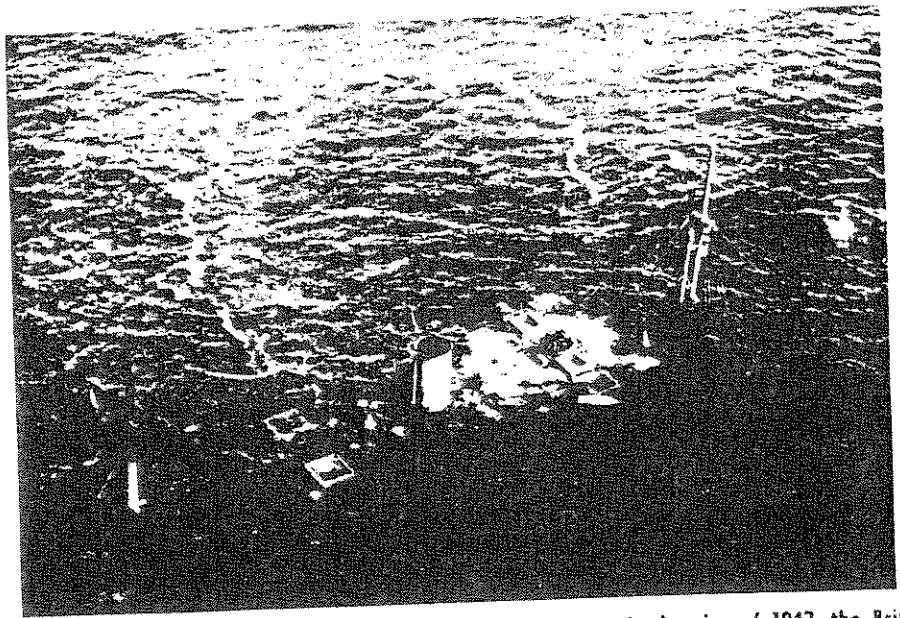
The men who served with him were commercial fishermen from many coastal states. "I was just a country boy. They taught me to live off the water." As the Army boats ran between Fort Macon and Cape Lookout by way of Beaufort "we'd shoot ducks with rifles."

Lt. Rivers, with a slow smile, sums up his war years in a quiet, unhurried sentence, "I had a good time."

By SALLY G. MOORE

When the Japanese attacked Pearl Harbor December 7, 1941 and World War II was declared, not only on Japan but also Germany, the German Navy ordered its submarine wolfpack to American shores, and they picked the North Carolina coast as their hunting grounds.

The United States was totally unprepared for this maneuver, and the German U-Boats created havoc with maritime shipping. They struck first in January, 1942, in the Cape Hatteras to Cape Lookout area. By early March the Germans realized they were in control; and during the spring of 1942, of the 74 known sinkings of tankers and freighters along the entire coast of North Carolina, 52 occurred in the Cape Hatteras-Cape Lookout area.



Torpedoed by Nazi U-Boats just off the Outer Banks in that terrorized spring of 1942, the Brit tanker "Empire Thrush" was almost under when she was spotted by a patrol plane. (Official U. Coast Guard Photo.)

When the U-Boats Hit Cape Lookout

Citizen volunteers fought the war with their own planes and boats, but Denard Davis used a capstan and house jacks.

**INTERP. FILES
CAPE LOOKOUT**

Millions of dollars worth of valuable cargoes were destroyed, and hundreds of lives lost. Men were burned to death, drowned, eaten by sharks, and many times the German submarines would surface and machine-gun any survivors.

Panic Feared

From Hatteras to Lookout, almost every night the residents along the coast would hear the explosions, and out over the ocean they could see the red glow in the night sky of one, two or three ships burning. The situation was very, very critical; and fearing panic, the government did not let the public know how serious conditions were.

Much of the Outer Banks was isolated, without bridges or roads. On the mainland the small villages were miles apart, separated by low, swampy deserted land. The residents didn't know what to expect and would not have been surprised at an invasion; possibly any minute they were going to be evacuated from their homes and sent inland, but they did not panic. Their only immediate hope was the National Guard, which ordered troops to the North Carolina coast, and set up temporary bases along the Outer

Banks. These troops constantly patrolled along the edge of the ocean, and were on the alert for almost anything.

Volunteer Defenders

With trained personnel to meet the emergency sadly lacking, the government quickly organized special groups of citizens to fill the gap. Volunteer civilian airplane pilots came from all over the state, and were formed into a volunteer group known as the Civil Air Patrol (CAP); and during the first months of the war, they were our only air force along the coast. They deserve a great deal of credit for their hours in the air, and their untiring efforts, with equipment that certainly was not qualified for the stress and strain of constant patrol. They did a remarkable job and gave the local people a certain amount of comfort, but everyone realized it was inadequate.

Beaufort Airport was born at that time, and has survived as the only commercial airport in the county today.

The commercial and charter boat skippers were contacted and organized into a volunteer group called the Eastern Sea Frontier, in which they were used as "Confidential Observers in At-

lantic Waters" to report any unusual activity. Many of the small pleasure boatmen joined the Home Guard, and came under the command of the Navy. They were sent on patrol and some became so frightened they joined the Army, and were glad to do so. Local boatmen were hired to transport troops and tons of equipment to the Outer Banks.

More U-Boats

The underwater attacks became so numerous and severe off-shore that the entire coastline was ordered blacked out. Still the U-Boats were successful. Freighters and tankers were prime targets, and bunker oil covered our shoreline. Even our wildlife became casualties. Thousands of our shore birds became trapped and died in the oil that came ashore.

Amid all this confusion and turmoil, troops were ordered to be stationed to defend Cape Lookout Bight. A submarine net was strung across the entrance to Cape Lookout, and a small army base set up on shore. The plans called for two big guns (155 mm rifles, commonly called Long Toms, weight approximately 6½ tons), to be set up on land facing Beaufort Bar.

Sand-Stuck Guns

The day these guns arrived, the Army with all confidence loaded them and transported them to Cape Lookout. In the meantime, the contractors had poured concrete gun emplacements on top of a range of hills. Concrete ammunition storage rooms had been installed, and all that was needed were the guns. The guns were unloaded from a landing barge without too much difficulty, and then came the job of getting them to the top of that range of hills. This was where the Army ran into trouble.

They hitched their caterpillar tractors to pull those guns, but the sand held them fast. They brought over bulldozers, put one in front and one in back. The guns dug in even deeper. Nothing the army tried would move them through the sand. Men sweated, cursed, swore and finally gave up, protesting "Hell couldn't move those guns."

During all this struggle, some of the local workmen kept saying that they were going to have to get Denard Davis from the nearby village of Davis; that if Denard couldn't get them up those hills then there was no need of trying further.

Davis to the Rescue

Beaufort Bar and Cape Lookout Bight had to be defended, and those guns had to be placed on top of those hills. Ships were already pulling into Lookout Bight, hoping for a little protection before they had to round Hatteras. Finally, some of the top officials decided to see just what Denard Davis could do, so he was contacted. Denard believed he could do it, and would certainly try.

The day Denard Davis landed at the Cape to start work on the guns was one to remember. A lot of the soldiers snickered, and some laughed outright. Denard had arrived with one anchor (which is called a deadman), some block and tackle, four house jacks, a few rollers, blocks and boards, a homemade capstan that looked as if it would fall apart if you touched it, and a few darkies for helpers.

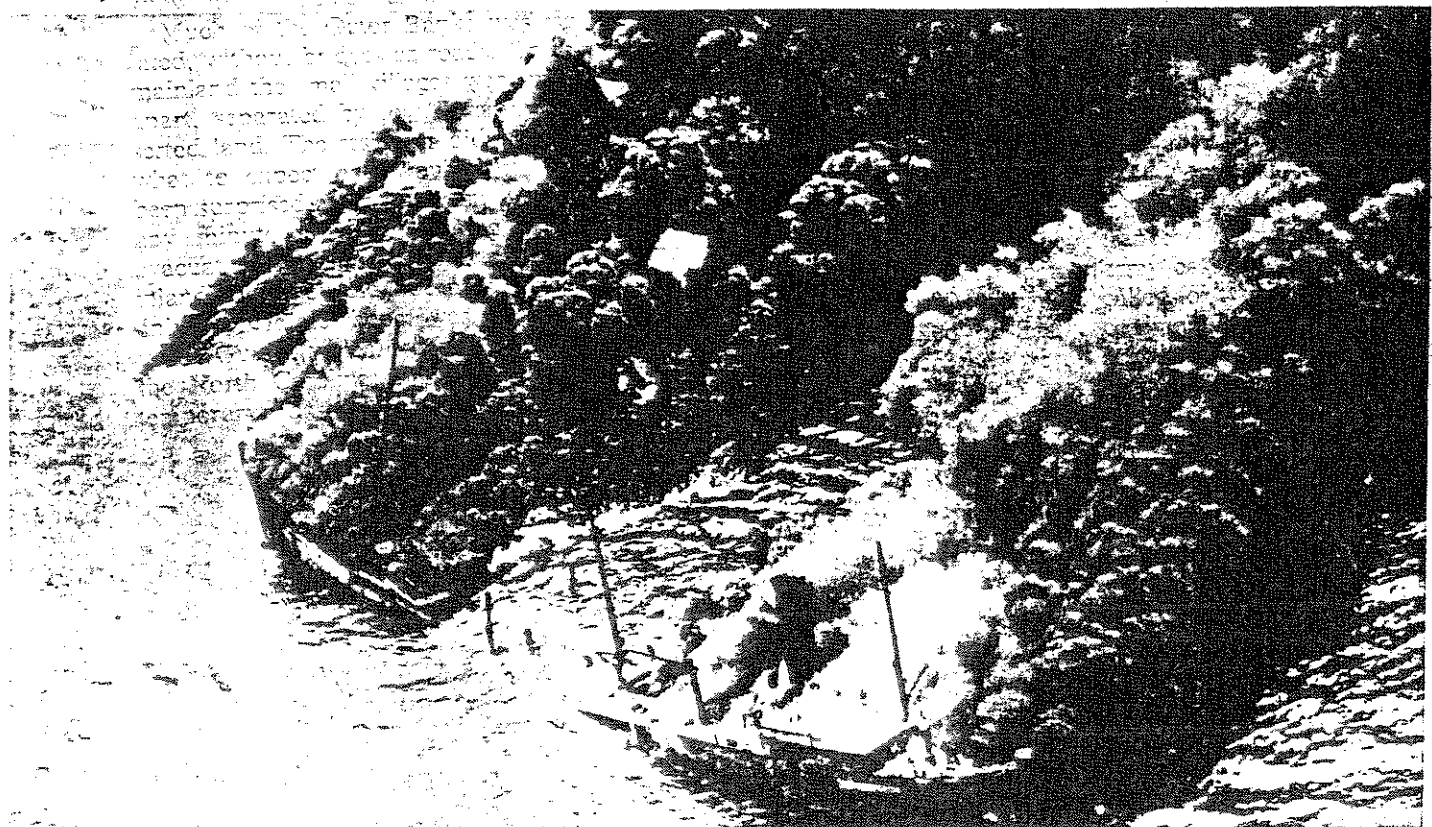
Unmindful of the snickers, Denard Davis went to work. First he placed his capstan up a small hill, strung his block and tackle from his capstan to one of those guns and buried his deadman, then he jacked those big guns up, slipped boards and rollers under them, placed his crew on the handle of that dilapidated capstan, and they started

their march around and around. Slowly, inch by inch, those big guns began to roll.

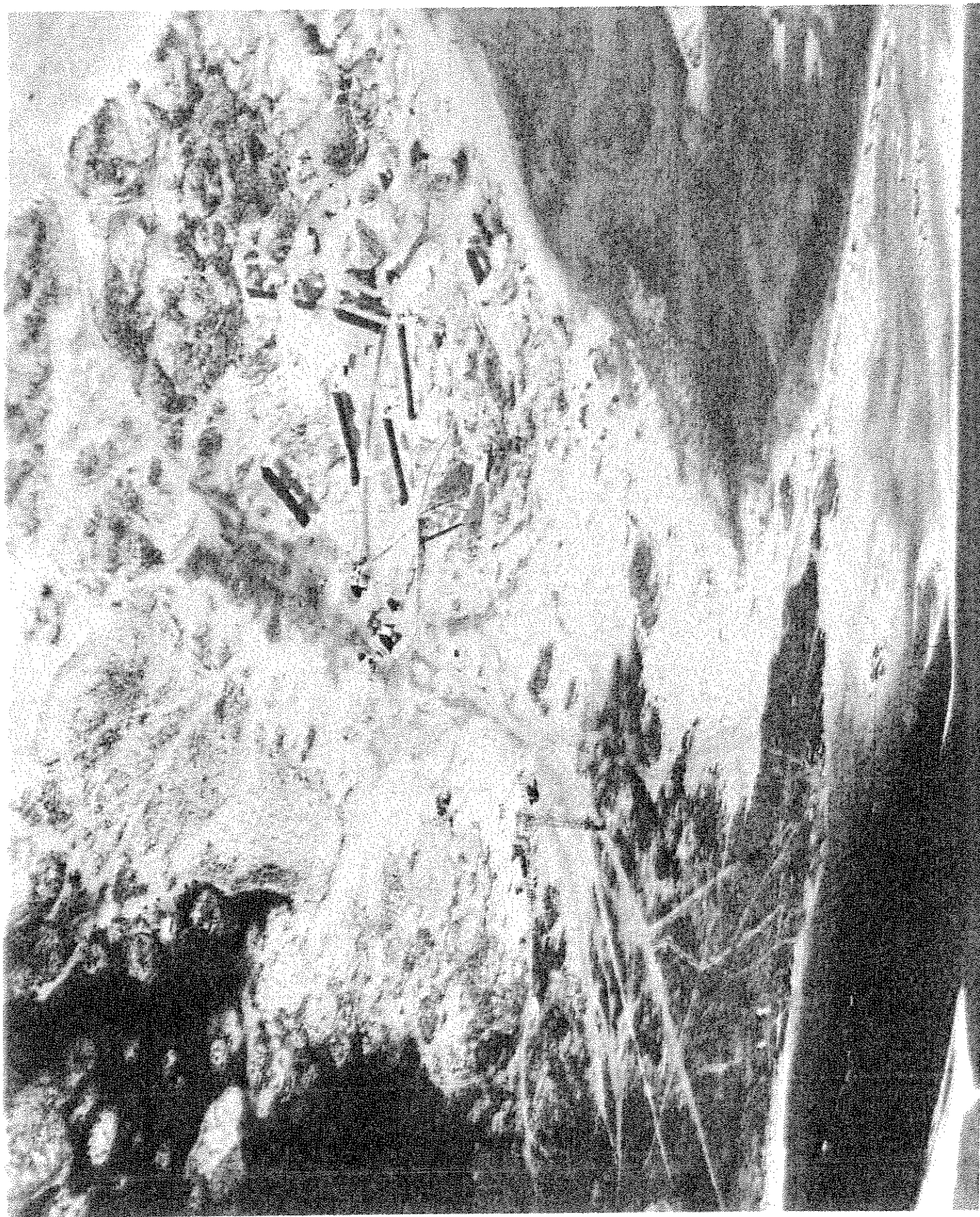
Protection at Last

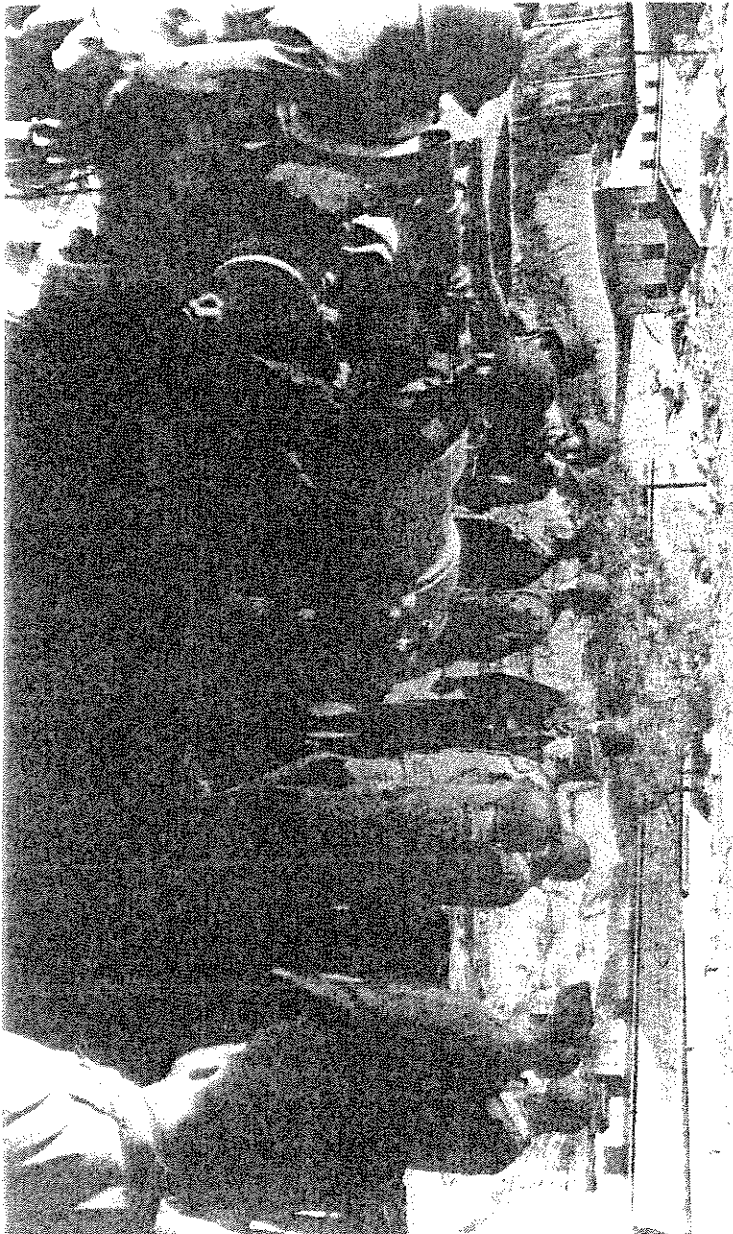
It was slow and tedious work, but with calm and uncomplaining endurance Denard kept that crew working; hour after hour, guiding them every inch of the way. Being still skeptical, those same soldiers asked Denard if he were going to use a "sky hook" to get the guns over the three foot wall around the gun emplacements. With a pitiable glance at his hecklers, Denard took his boards and blocks and patiently built a ramp up and over. Slowly, the sneers and snickers changed to grudging admiration as up those hills and over the wall those big guns went. After about two weeks they were in place, and both facing directly towards Beaufort Bar, which is the direction the enemy would have to come from to enter Cape Lookout Bight.

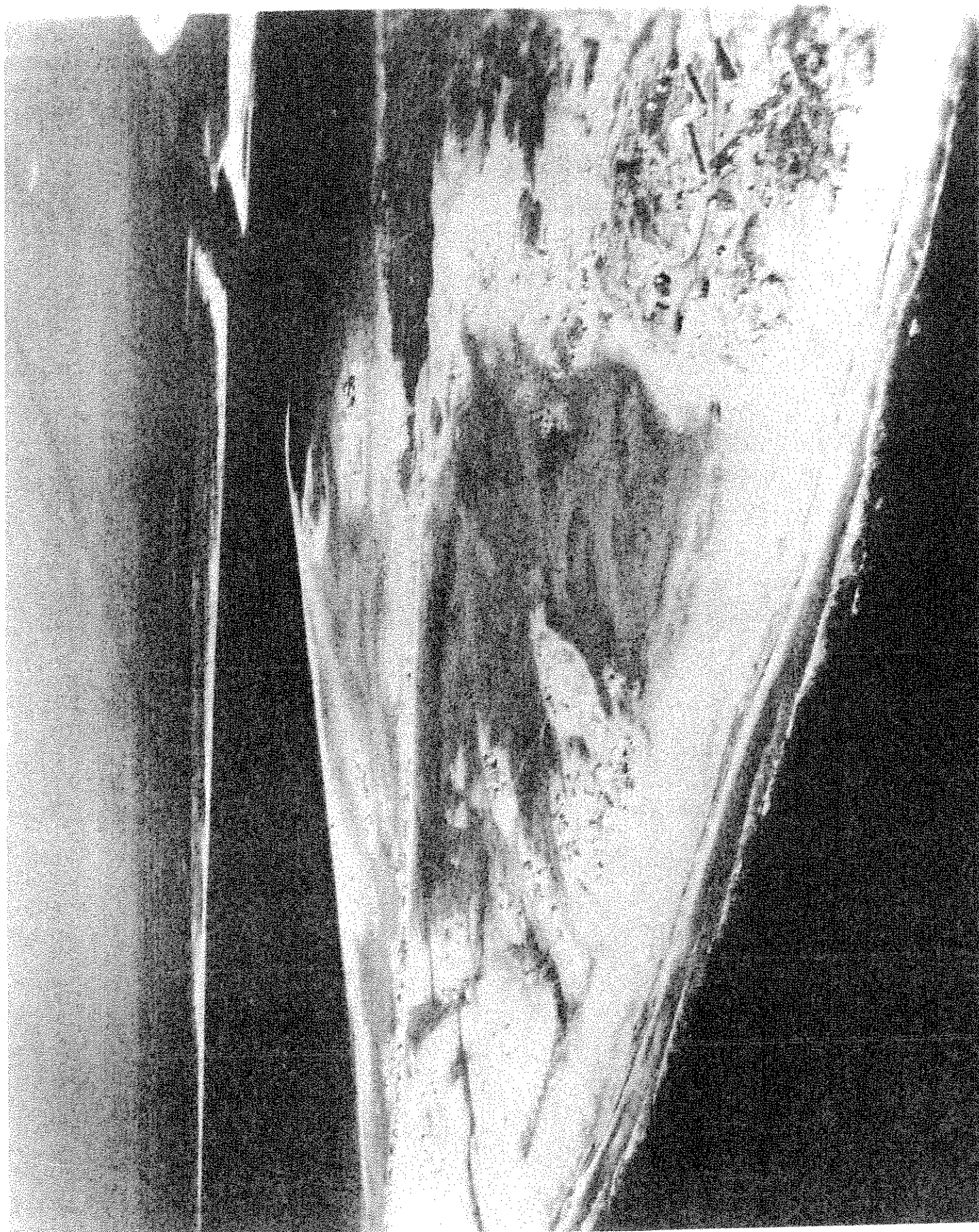
The Army kept Denard Davis busy from then on. He placed the guns around Fort Macon, and later the Coast Guard even acquired his services to move Bogue Inlet Station onto a barge, then across Bogue Sound and ashore on the mainland. He was a good



Everything had seemed all right when the patrol pilot flew over the Standard Oil tanker "SS Maine" just three minutes before. Then he happened to look back, and saw the ship aflame from stem to stern. Oil-covered waters coated the shoreline for days after this and other similar submarine attacks. (Official U. S. Coast Guard photo.)







TEMPORARY MEMBERSHIP LIST FOR THE COAST DEFENSE STUDY GROUP (AS OF FEBRUARY 13, 1986)

BRAMS, GALE R., Fort Stevens State Park, Hammond, Oregon 97121.
 LEBRIGHT, ALAN B., South Carolina Institute of Archeology, Univ. of South Carolina, Columbia, S.C. 29208
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 WHISTLER, RICHARD T., 632 Blossom Drive, Rockville, MD 20850
 WILLIFORD, GLEN M., 6109 Oak Meadows Ct., Midland, MI 48640
 ZINK, ROBERT D., 157 Eden Drive, King George, VA 22485
 PORT SUMTER NATIONAL MONUMENT, 1214 Middle Street, Sullivan's Island, S.C. 29482

USERS NOTING ERRORS OR OMISSIONS ARE URGED TO PROVIDE CORRECTIONS TO CHARLES L. KIMBELL AT THE ADDRESS GIVEN ABOVE.

HEADQUARTERS
HARBOR DEFENSES OF BEAUFORT INLET
PORT MACON, N. C.

SPECIAL ORDERS)

NUMBER 115)

Pursuant to authority contained in 1st Ind., CONFIDENTIAL, Hq, Chesapeake Bay Sector, Fort Monroe, Va., file 370.5 (7-30-42) dated August 1, 1942, to Ltr., W.D., A.G.O., Subject: "Movement Orders", file AG 370.5 (7-29-42) MS-E-M, dated July 30, 1942, the 1st Battalion, 244th Coast Artillery, with the 1st Platoon (Searchlight) Battery G and attached Medical (Strength, C.A.C.: Officers 19; Warrant Officers 2; enlisted men 495; Strength, Medical Officers 1; enlisted men 9) will proceed by rail, without delay, from Port Macon, N. C., to the Boston Port of Embarkation, Boston, Massachusetts, for transportation to the new permanent station of the unit:

OFFICERS

Lt Col JOHN C. MAZZEI, 0428045	1st Lt ROY B. FARRELL, 0399275
Major JOSEPH G. BECKETT, 0253072	1st Lt JESSE N. FORSHAM, 0408373
Captain DENNIS R. WARD, 0340553	2nd Lt KULON E. YELVERTON, 0384524
Captain BERNARD SINGEL, 0369202	2nd Lt Charles E. H. JONES, 0390071
Captain JAMES N. TURNER, 0315084	2nd. Lt CHARLES B. MILLER, 0401036
Captain JOSEPH D. SEBES, 0342510	2nd. Lt WALTER L. CANDLER, 01041104
1st Lt MATTHEW A. HUFSON, JR., 0342625	2nd Lt ROLAND M. ATHAY, JR., 0451933
1st Lt CHARLES N. PIERRE, 0342507	2nd Lt James H. BANTA, 01041052
1st Lt Sidney F. WORTMAN, 0390431	2nd Lt Walter M. CRAWLEY, 01041117
1st Lt CHARLES F. O'DONNELL, JR., 0405798	2nd Lt PETER THEODORE NEKAS, 01041807

WARRANT OFFICERS

WO(JG) GEORGE A. DONOVAN, W2104009 WO(JG) EUGENE THOMAS WITTEW, W2111532

Dependents will not accompany personnel to the new station of the unit. See letter, June 7, 1941, AG 541.1 (5-23-41) MO-E-M, subject: "Transportation of dependents and household goods to overseas stations, if personnel so request, the transportation of dependents and the packing, crating and shipping of household goods to storage or to contemplated place of residence at public expense is authorized, chargeable to FD 33 P 433-01, 02, 04, 07, 08 A 0423-23, and shipping equipment, impediments and authorized household goods allowance of officers, warrant officers, and enlisted men of the first four grades.

The provisions of AR 30-960 will apply to packing, crating and shipment of household goods and baggage.

Travel by privately owned conveyance is not authorized.

The following named enlisted men will act as train guards and will receive the monetary allowance in lieu of subsistence at the rate of \$2.25 per day for such time as the journey may require. Payment when made is chargeable to: QM 4P 411-07 A 0502-32, WO(JG) GEORGE A. DONOVAN, W2104009, 244th CA, will be in charge:

Hq Btry 1st Bn 244th CA
Cpl DIEGO P. GARCIA, 20261275
Pvt 1st PETER MYACK, 20269801
Pvt PETER LUMAROT, 20261257

Battery B 244th CA
St Sgt CHARLES R. HAPP, 20260272
Cpl FRANK L. KEATING, 32005395
Tech 5th Gr JOSEPH P. CANNIZZARO, 22037231

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SPECIAL ORDERS)

NUMBER 115)

Hq Btry 1st Bn 244th CA
Pvt LEO LACHANCE, 32005743
Pvt JOSEPH T. SPRENZ, 20261289

Battery A 244th CA
Tech 5th Gr TIMOTHY F. HANMAN, 33050784
Pvt 1cl FRANK CHORDAS, JR., 11044980

Battery B 244th CA
Tech 5th Gr MIKE DEUAUGH, 3947912
Tech 5th Gr MAURICE F. J. NOON, 3205880
Tech 5th Gr GUSTAVE VOSS, 20260366
Pvt 1cl Dominick R. CAFARELLI, 20260259
Pvt 1cl John B. Kelly, 32005892
Pvt IRVING J. HYATT, 32005318

The train commander will be responsible for proper discipline aboard trains in accordance with Annex #2, General Orders No. 3, Hq. 244th C dated Feb. 22, 1942.

The Commanding Officer, Harbor Defense of Beaufort Inlet, will make the necessary reports of movement, except that the commanding Officer, 1st Battalion, 244th Coast Artillery will report to Machine Records Unit, 4th. Service Command, Services of Supply, Fort Bragg, N. C.

By Order of Colonel FORCE:

OFFICIAL: WILLIAM J. FLING (Signed)

WILLIAM J. FLING
Captain, 2nd CA
Adjutant

WILLIAM J. FLING
Captain, 2nd. CA
Adjutant

I hereby certify that the above is a true copy.

Joseph D. Sabes
Lt. Col. CAC-AUS

CONTACTS FOR COASTAL DEFENSE INFORMATION AT CAPE LOOKOUT

NAME	TELEPHONE NO	ADDRESS	REMARKS
Charles Rose	729-3551	Marshallberg, NC	Helped father with the "SM Lewis" that transported workers to Cape. 16 years old at the time.
James Lewis	729-4141	Marshallberg, NC	Father in the Coast Guard at Cape, WW 11
Carl M. Willis	728-5990	Harkers Island, NC	Coast Guard WW 11 Cape?
Joseph Sebes	728-5044	Howland Rock Beaufort, NC	Captain, 244th Coastal Artillery, Btry B, Fort Macon, WW 11
Les Moore	726-1232	Morehead City, NC	Officer 178th Field Artillery, Morehead City, WW 11. Lived at Cape 1958-1970's.
J. Luther Helms	734-4259	Mt. Olive Hwy Goldsboro, NC 27530	Built gun mounts, other military facilities on East Coast.
Kulon Yelverton	804/488-3156	1124 Melvin Dr Portsmouth, VA	Lt. with 244th at Cape Lookout WW 11.
Paul Branch	726-3775	Ft. Macon State Park	Historian, excellent files on Cape Lookout defenses.
George H. King	1-734-1365	Rt. 7, Box 135 Goldsboro, NC 27530	Veteran 244th CA, 2nd CA, stationed at Cape Lookout, WW 11. Photos.

Dave Ruth	803/883-3123	NPS (Ft. Moultrie) Ft. Sumter, MN	Historian, excellent files on fortification, etc.
Virginia Herman	1-343-4626	Army Corps of Engineers P. O. Box 1890 Wilmington, NC	Public Affairs Officer
Dave Johnson	<i>Still There</i> <i>757-788-3391</i> 802/727-3526 727-2584 727-3391	Casemate Museum Box 341 Ft. Monroe, VA 23651	Museum Aide, Researcher Archives
Hans Flebbe	518/454-2132	Army National Guard of NY Div of Military and Naval Affairs, Public Security Building, Albany NY 12226-5000	Supervisor of Records, NY National Guard
Mel J. Warner	1-443-7777	Rocky Mt., NC	Civil Air Patrol, Home Guard in More- head City, NC, WW 11
Cesare Sarette	728-4179	Harkers Island, NC	Served in 111th Infantry WW 11, New Bern, More- head, Atlantic, Cape Lookout.
Mr. Fred Gleason	212/691-0710	NY State Armory 125 West 14th St NY, NY 10011	Asst. Historian 9th Infantry NY 244th CA.